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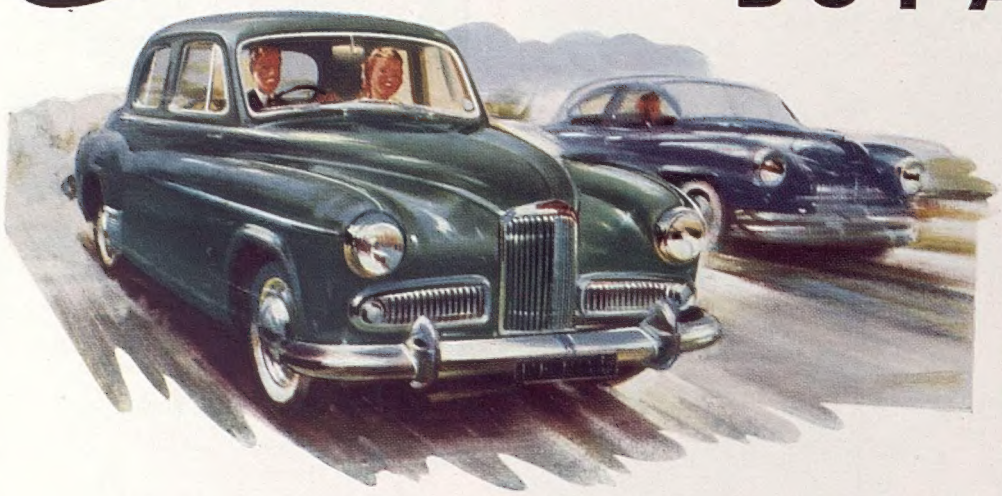

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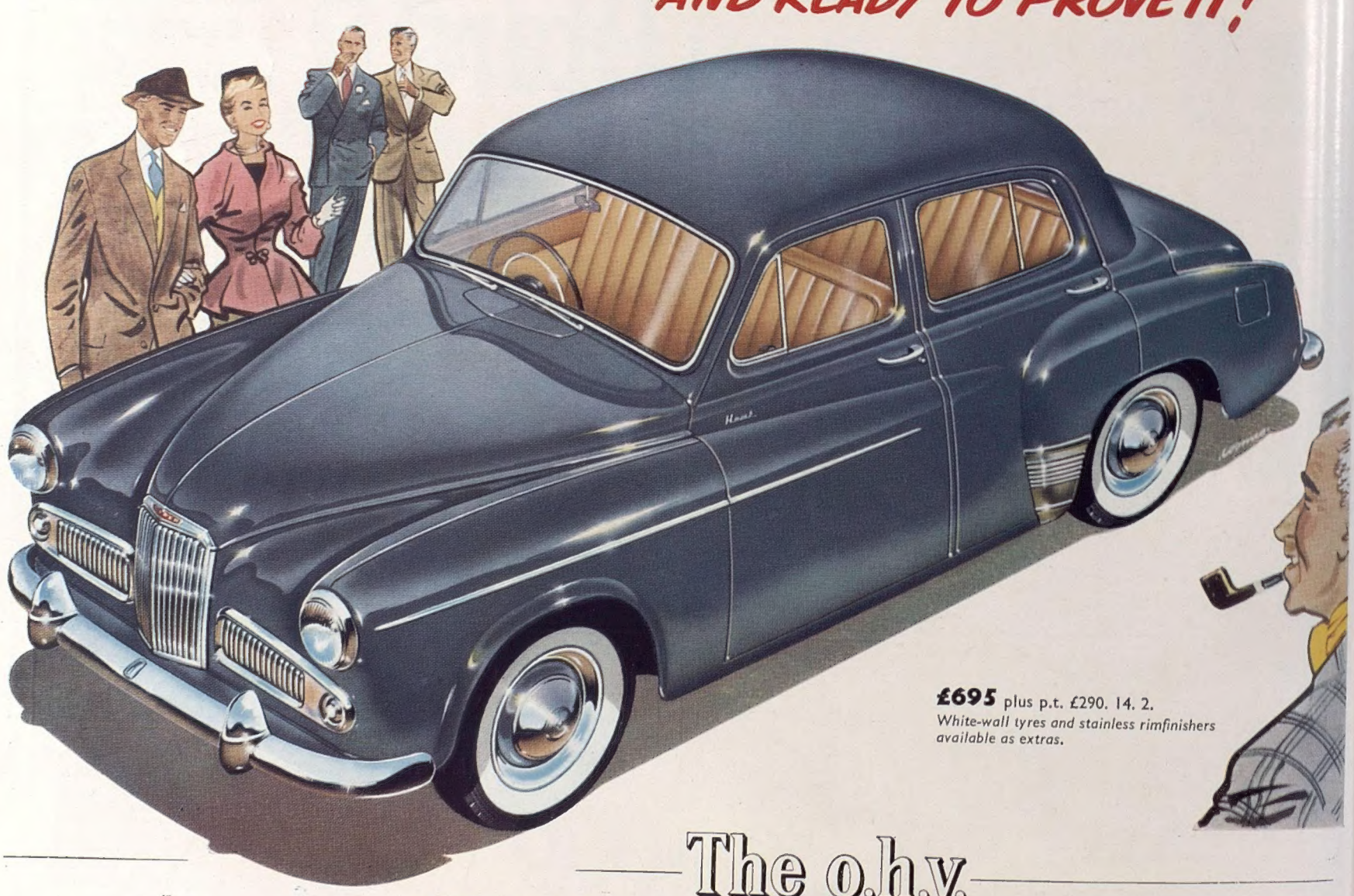

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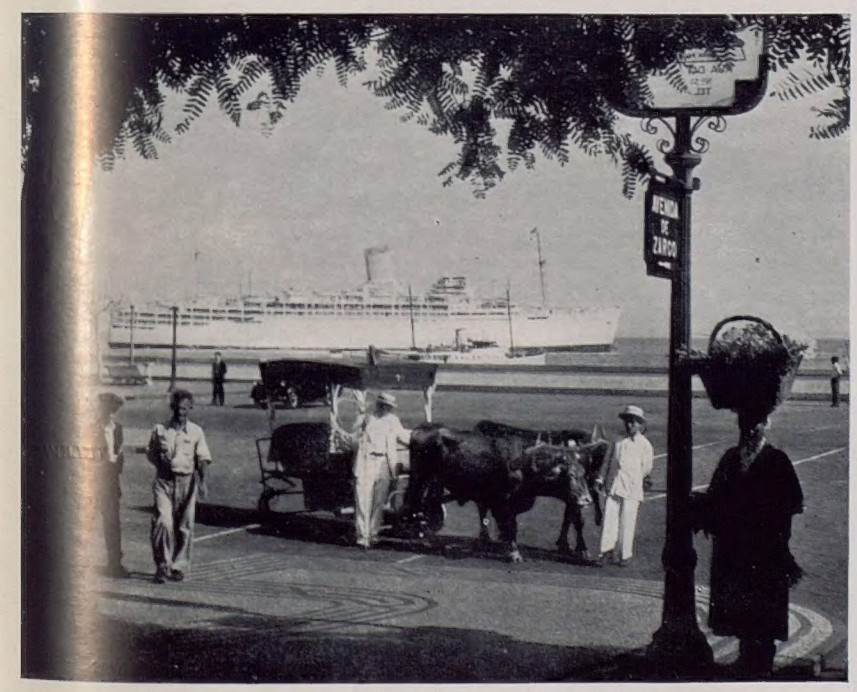

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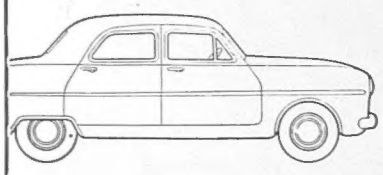

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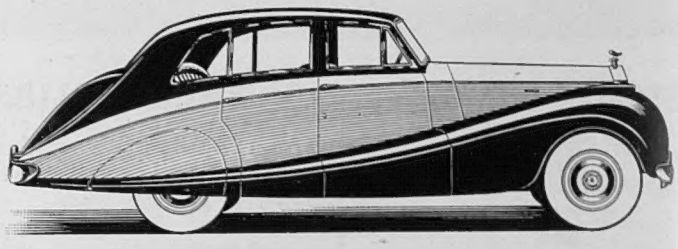

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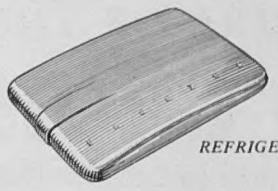

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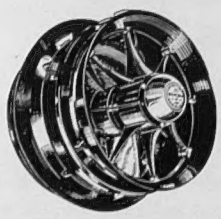

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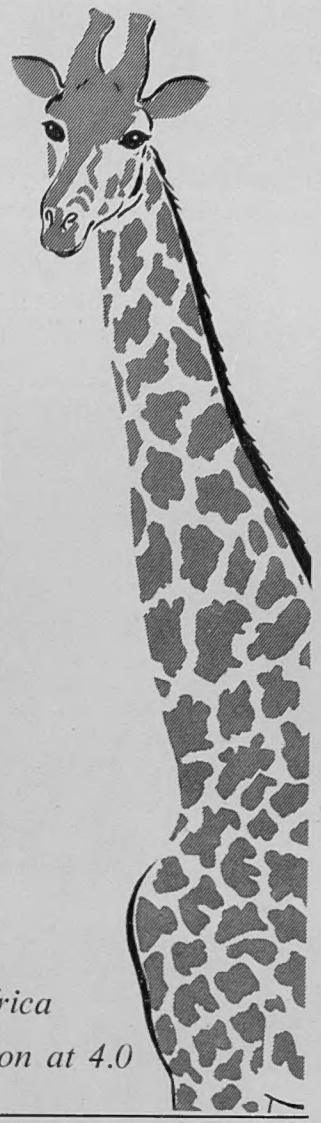

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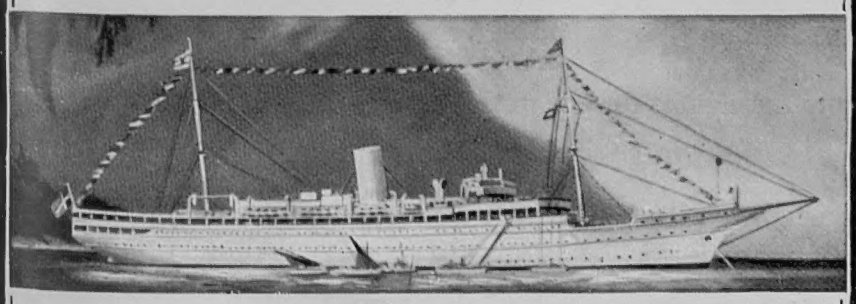

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Volume CCXX No. 2870

The SPHERE, London, February 12, 1955

The SPHERE

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PRINCESS MARGARET IN THE WEST INDIES—HER ROYAL HIGHNESS ATTENDS THE STATE BANQUET IN HER HONOUR AT PORT OF SPAIN, TRINIDAD: Across her strapless white silk organza gown is the blue riband of the Imperial Order of the Crown of India; the miniature is of her sister, Queen Elizabeth. The Princess's hair is dressed in "Empress Josephine" style—loosely curled at the front, but upswept from the back. Her jewels include a diamond tiara and necklace.

Princess Margaret's month-long tour of the British West Indies began at Trinidad, where she spent five days fulfilling a very crowded programme. One of her most outstanding engagements at Port of Spain, the Colony's capital, was undoubtedly the State banquet given in her honour at Government House. Her Royal Highness, dressed in a gown of embroidered silk organza, sat between the Governor, Sir Hubert Rance, and Chief Justice Perez. Earlier in the same day, Princess Margaret had driven in a State procession through the streets of Port of Spain to attend a reception at the Civic Centre. In the afternoon she went to a children's rally at Queen's Park and drove around the track in a Land Rover. Also in Trinidad the Princess opened the new Princess Margaret Highway, a trunk road which leads from the capital to the south of the Island, and the new San Fernando Colonial Hospital. From Trinidad the Princess journeyed on to Tobago and the Windward Isles. Before her departure she attended the last of the many performances of calypso songs and dances. (Pictures of the Royal arrival in Trinidad appear on pages 250-51.)

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THE NEW FRENCH AMBASSADOR

M. JEAN CHAUVEL ARRIVES IN LONDON TO TAKE UP HIS NEW APPOINTMENT : He is seen with Mr. Marcus Cheke, Vice-Marshal of the Diplomatic Corps, after his arrival at London Airport. M. Chauvel, a Resistance Leader in the last war, was formerly Ambassador in Vienna. In 1945 he became Secretary-General at the French Foreign Office and after three years went as French representative to the United Nations. He is fifty-seven.

"A PEOPLE APART" IN SOUTH AFRICA

AN EXHIBITION WHICH PORTRAYS THE BACKGROUND OF THE APARTHEID POLICY : The Bishop of Johannesburg, the Rt. Rev. Ambrose Reeves, and Miss Josephine Douglas, the actress, are seen looking at the exhibits in the crypt of St. Martin-in-the-Fields. The exhibition, organised by the Society for the Propagation of the Gospel, includes photographs which give a striking survey of the people and places of non-European South Africa and which illustrate the background against which the policy of apartheid is being worked out. Its purpose is to stimulate interest in the S.P.G. South Africa Emergency Fund appeal.

NICHOLAS MONSARRAT IN LONDON

THE AUTHOR OF "THE CRUEL SEA" ARRIVES WITH HIS FAMILY : Nicholas Monsarrat, his wife Philippa, and their son Marc, are seen on board the Cunard liner *Queen Mary* at Southampton before travelling to London. They arranged to spend ten days in the capital before touring South Africa. Mr. Monsarrat is Director of the United Kingdom Information Office in Ottawa. He will return to England in March.

RATES OF SUBSCRIPTION TO "THE SPHERE"

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A London Newsletter

195–198, STRAND, W.C.2.

Royal Ambassador.—Princess Margaret has begun her tour of duty and holiday in the Caribbean. The nation would be ungrateful if it allowed itself for a moment to forget the value of Royal Ambassadors, and for my part I have often felt that the load of responsibility for ceremonial should be shared by the chief members of our Royal Family, as in former days. In recent times too many demands have been made on the Sovereign. The colonies the Princess is visiting have shown unmistakably the value they set on her visit, the pride they derive from it. She travels luxuriously, but who (unless stunt-merchants) wants Royalty on the cheap ? Her tour has long been a chief subject of columnists, some critical, some deplorably sugary. Her private and everyday life are the delight and business of snoopers and gossip writers, male and female, and this publicity (which bores to distraction a few of us) is presumably gobbled by the "average reader." Should we not otherwise have less of it ? The average reader yawns over the sparse mention of the eternal crises between East and West, fails to be stirred by atom bomb terrors, and asks no more than a sentence on strikes and pay claims. But a young Princess is always news, and her friends are of No. 1 news value. The "average reader" protests that his appetite is based on love of our Royal Family. It may be so. Many public figures have sighed "Save me from my friends." It may be that in the Caribbean she will find true friends, who understand the meaning of the word. For, indeed, friendship is knit of a peculiarly sensitive and understanding sympathy which recognises where to tread and when to be silent.

Formosa.—The situation in the Far East is anxious enough. It is a topic of burning interest upon which journalists are expected to comment. I have not done so, partly because it is intricate and complicated ; partly because many of the words and judgments hastily spilled over it have neither impressed me with their rightness nor convinced me of their patriotism or wisdom. I prefer to write round it. I am thankful that the meeting of Commonwealth Premiers has coincided with it. For, if ever there was a time when our own Government needed backing and counsel by all the Commonwealth leaders (and especially those nearest the danger zone), it is now. For the situation is very difficult for us. Russia has lost no time in "ranging herself with Britain" (and calm discussion in the U.N. on this threat to world peace) against America, an effort to drive in a wedge. In every dispute there are rights and wrongs on both sides. As a nation we are not prone to criticise those who keep their pledges ; in particular, we found an early opportunity to support and to praise America's unilateral initiative at the start of the Korea affair. But the President's forceful policy seems to brush aside history and geography. It is hard for a great nation like ours to be so little consulted in the major decisions of our nearest and greatest ally, but we are used to it and have come (even the Premier has come) to accept it as inevitable, almost as reasonable, with humility. It is our hard task in diplomacy to maintain the closest and most intimate relations with America on all which concerns the world's peace and the safety of the West, while continuing to foster the ideal of a co-equal partnership and an unqualified co-ordination, mutually agreed, of foreign policy. "Mutual co-operation and understanding between the great English-speaking nations" is a phrase well worn by statesmen and after-dinner speakers. It is regarded as the first and last salvation of civilisation. But it is still an ideal. The firm has a senior and junior partner, if not a sleeping partner.

The Real Lawrence.—Aldington's post-mortem of Lawrence and his legend has aroused all the controversy he must have expected—and more. The surviving old friends and admirers—hard-hitters all—are rushing to his defence, and those who cheerfully paid £300 for a copy of the *Seven Pillars* are worried about their investment. The first point that strikes me is one which I often ventilate. D.N.B. (our roll of fame) is nowadays compelled or committed to ten-year supplements of dead worthies. So short an interval after death is far too restricted for a definitive assessment. It takes fifty years for the unlocking of archives and tongues and pens, and judgments reached sooner can only be interim reports of contemporary opinion, or mere obituary and conventional flattery. Whatever you may say of Aldington's book, you must probably agree that there is matter in it vital to a definitive assessment of Lawrence in D.N.B. Point two : I have to confess a suspicion that famous authors who "shun publicity," your "shy, retiring geniuses," are not always averse to reading the gossip about themselves and may secretly subscribe to Press-cutting agencies. For all I know, Barrie could be uplifted by a "puff" and depressed by a criticism or a too-long spell of oblivion. Perhaps Lawrence, too, Lawrence of Arabia or Arabian night's entertainment ? I don't think it 's a question of mountain-top or dene-hole. There 's a half-way house. Without any doubt a public man is, in part, *consciously* responsible for his contemporary fame, whatever method he employs : the trumpet or the bushel. Lawrence at the height of his fame was never a sympathetic or attractive character in my eyes, despite the admiration which many of my own admired friends felt for him. I felt uncomfortable during the Aircraftman Shaw phase. It gave me prickles.

Pinnacle or Gutter ?—But that Lawrence was largely a fraud, as Aldington suggests, is beyond my belief. The judgment of those nearest him was the judgment of healthy, sound, wise and temperate men, and his reputation in the Arab world was too firmly based to be dismissed as a mirage. Allenby was no flatterer. The trouble is that right judgment of living men is impossible in our world of columnists, gossip writers and blurb publicity to-day. Certain men and women have the headlines and keep them, and we cannot compare them with their less-advertised peers until they have been dead for decades. Point three : I will eat my hat if any post-Victorian worthy ever cared a *hoot* for any rumour of illegitimacy. That was purely a *Victorian* stunt, the sort of thing Mary Cholmondeley made play and plots with in her dated novels. Did Luttrell worry about bastardy or Creevey ? They were both rather proud of their aristocratic blood. And who the devil could care less to-day ?

IN HONOUR OF THE ASHES

THE M.C.C. FLAG FLIES OVER THE PAVILION AT LORD'S : This was in celebration of England's victory over Australia in the current Test series. By winning the fourth Test at Adelaide England retained the Ashes. As soon as the result was announced, Mr. S. C. Griffith, Assistant-Secretary of M.C.C., cabled the England team, "Flags hoisted at Lord's." Visitors to Lord's were also able to view the Ashes. Pictures of the Test Match appear on page 269.

The idea that Lawrence's life was twisted by this rumour is unbelievable, if he were only a quarter of the man his friends thought him. He never attracted me—perhaps to my shame. Aldington's book attracts me less. His innuendo suggests a pettiness of which Lawrence's human failings were incapable. That chance and publicity set him in life on a pedestal far too high, I hold and always deplored. To cut him now down to the gutter is even more remote from the truth and every bit as silly. And, whatever Lawrence was, he was not dull. Mr. Aldington's book on him is distinctly dull and often inaccurate. But this I confess : I am enough a lover of the truth and of history (or, if you prefer, human enough) to welcome with pleasure the pricking of many bubble reputations of contemporaries, blown up by the trumpets of blurbers and columnists and sometimes by their own shrewd and oblique publicity efforts—and the sooner the better. There are very few giants in our circus, a number of freaks and a mass of mediocrity. The Lawrence legend needs an honest and healthy jolt The man remains.

Embassy Costs.—The House of Commons Select Committee on Estimates, which for years has revealed scandals of extravagance in public spending (nearly always side-tracked), has this time got it in the neck. It has been snubbed and derided for not understanding those "damned dots" and for adding a nought at the end of a bulk figure-group (£200,000,000 instead of £20,000,000 is a schoolboy howler). Moreover, the Committee "imperfectly understands the tasks and obligations of contemporary diplomacy."

As, indeed, does the whole nation, outside the Foreign Office, whose monopoly it is and whose monopoly it intends to keep to itself. But the Foreign Office offers a sop. It will send out fresh instructions to Embassies to spend less on rents and perhaps to see whether here and there a bottle or two of gin could be retrenched during entertainment. And now, with the Government's full agreement with the Foreign Office's snub, will the Select Committee disintegrate or pursue its futile trust? I had hoped that one day, if within its brief, it would turn its attention to the extravagance and vanity of local government, and suggest the pruning of redundant and overloaded committees and the paper they waste, and the time and the money. But I no longer hope for that. The poor chaps must feel discouraged now. They have been hit for six. They are out for an O.

Of the Making of Books.—It is a frightful labour to write a book. If it be as short as 40,000 words, the author's labours in planning, making notes, composing, revising, polishing, proof-reading, and so on, are daunting in prospect and severe and often tedious in action. I know, for I have written near a score of them and most of them totally forgotten. So in these days of mass production, I sympathise with authors, for I suppose that in all spheres of literature the percentage which does more than supply recreation for one year to a limited public is very small. The vast majority of novels, who-dun-its, memoirs, and such like, are dead and forgotten in no time. Who are the lucky ones, the immortals and semi-immortals and longer runners? Men of genius, I suppose, and those who write authoritative biographies of historical or famous characters, or write histories or other books required for reference by later authors. Morley's *Gladstone* had a long run. Perhaps Magnus' *Gladstone* has now superseded its profuse authority. (Neither work explains to me why my grandfather and father admired the Grand Old Man next idolatry, unless for his physical powers.) And new editions of the Pepys and the Grevilles, and so on, survive because those diarists are accepted authorities of their own times. But the novelists and the crime story-tellers—how can they put forth so much labour for so short a harvest? Or the personal memoir-writers? The things they reveal of their childhood and manner of life in Victorian and Edwardian times are of first importance to social historians of the future. But how are these matters to be dug out a decade hence when needed? The little book may have a colourless title. Even those whose titles date them may escape recollection. I can think of a couple, both full of wit and observation and invaluable museum pieces, and both identifiable: Gwen Raverat's *Period Piece* and Sir Lawrence Jones' *Victorian Boyhood*. But who, ten years hence, among the social historians will retrieve these sources (unless from a lucky dip in a Charing Cross book tub)? And how is posterity to remember that the last-named contains quite admirable portraits of the life and chief characters at Eton fifty years ago? As a writer of books in an age of abundance, I marvel at the altruism of authors.

Alice, Lady Salisbury.—There have been many noble women in every walk of life whose influence for good has been widely acknowledged, and some few of them, outstanding and shining examples, have been immortalised in our poetry. Such was the Countess Dowager of Pembroke, epitaphed by William Browne as "fair and learned and good"; and Alice, Marchioness of Salisbury was such another. She came to reign over a great house already remarkable for its influence for good, cultural, political and social, and remarkable also for the part played in those influences by ladies of the family, unobtrusively and gently and, on that account, the more effectively. She was one of a number of remarkable women with whom in girlhood she was brought up and remained intimate, among them her sisters and Lady Desborough, and in their childhood her part was always that of conciliator and composer of differences. And so through her long life, her tact was proverbial, her paths were peace, her interest and sympathy, like her memory, were inexhaustible, her influence as strong as it was gentle. As generation succeeded generation in her own family, each found in her a lively understanding of its interests and aims, which made her and kept her one with its generation, a beacon light, a sympathetic listener and adviser, a wise and gay companion on equal terms in the Hatfield tradition in the art of conversation. But her range was wider still. She could, by some miracle, remember the names and show a lively and informed interest in the children of remoter relations and of scores of friends. And always to the end she gave the impression that that interest owed nothing to conventional politeness, but sprang from a heart overflowing with human sympathy. Such women are rare, and when they die their world seems to have lost warmth and light it can ill-spare, which even vivid and lovely memories can bring back only in part. A great lady, such as she was, is a rarity in any age, and it is well that posterity should not forget her.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

KITIMAT

The Growing Township in British Columbia, Destined to be the Site of the Biggest Aluminium Smelting Plant in the World

MUCH ADO ABOUT AN AIR MINISTRY PROJECT AT CHRISTMAS COMMON

THE AIR MINISTRY HAVE MODIFIED THEIR PLAN TO ESTABLISH A "COMMUNICATIONS CENTRE," WITH RADIO MASTS AND TECHNICAL AND ADMINISTRATIVE BUILDINGS FOR THE UNITED STATES AIR FORCE, ON THIS SITE IN THE CHILTERNS: The view shows Christmas Common, situated on the crest of the hill on the right; Watlington Hill, stretching from Christmas Common to the left of the picture, is National Trust property. Protests were made against the project which, it was claimed, would have ruined some of the most beautiful countryside within easy reach of London. Seven signatories to a letter to *The Times* said that as the station would have been manned throughout the day and night, it would have meant a continuous flow of military traffic through a wholly rural area. In view of the protests, the Air Ministry have rearranged their plan so that the greater part of the proposed work at Christmas Common will now be carried out at Croughton, Northants.

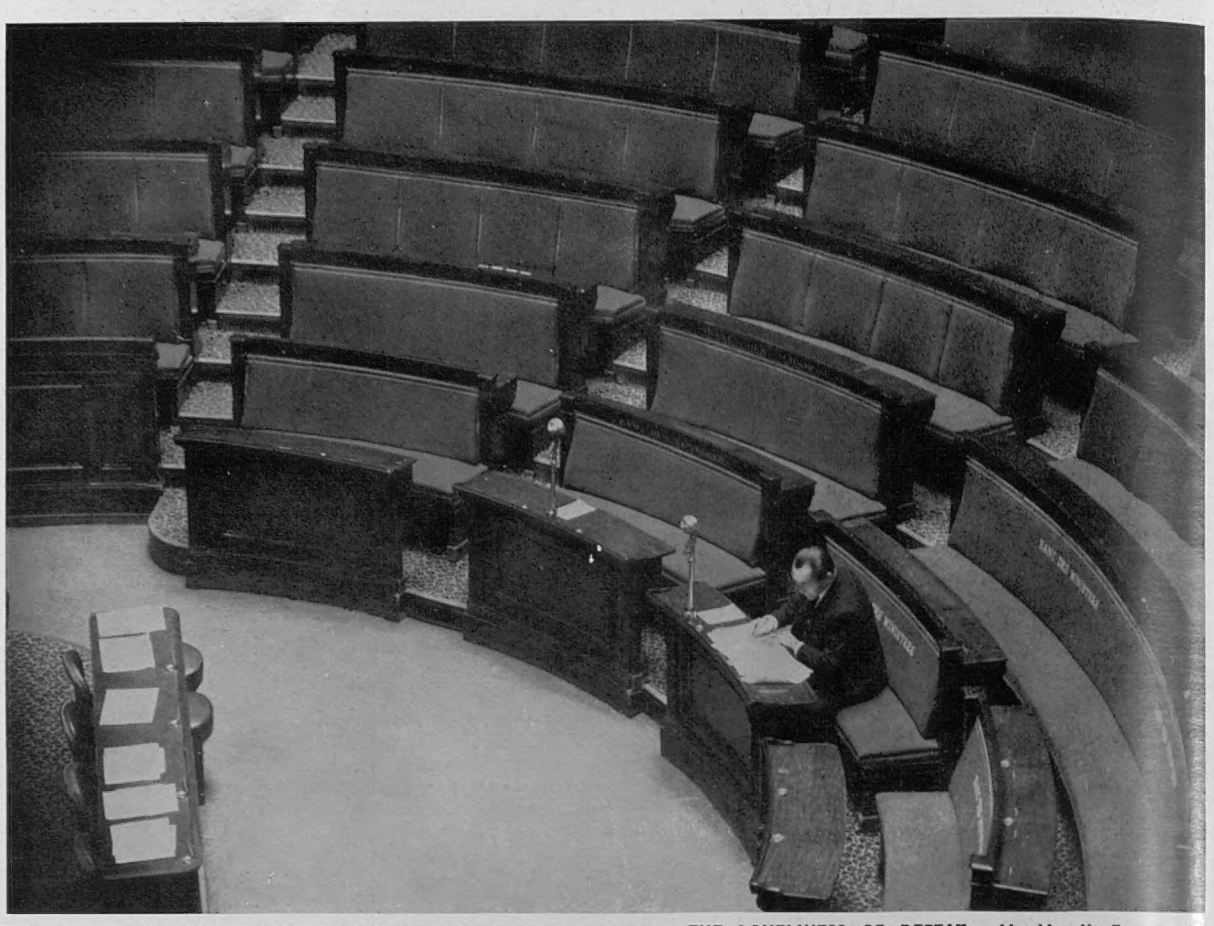
THE QUEEN WILL LAUNCH THE NEW "EMPRESS OF BRITAIN"

A GREAT NEW LINER TAKES SHAPE ON THE STOCKS AT FAIRFIELD'S SHIPYARD AT GOVAN, GLASGOW: The 22,500-ton *Empress of Britain* is being built for Canadian Pacific's Britain to Canada service and is expected to be launched by the Queen in June. She is the first of two sister-ships to be ordered by C.P.R. and is due to enter into service in the spring of next year. The two ships will each carry one funnel and one mast, with the decks arranged in echelon fashion, which will bring a "new look" to the Canadian service. Free of all cargo-handling machinery, ventilators and other obstacles, the amount of open deck space available for passengers will be an outstanding feature. The *Empress of Britain* will have a length of 600 ft. and a service speed of 21 knots. She will carry 150 first-class passengers and 900 in tourist class.

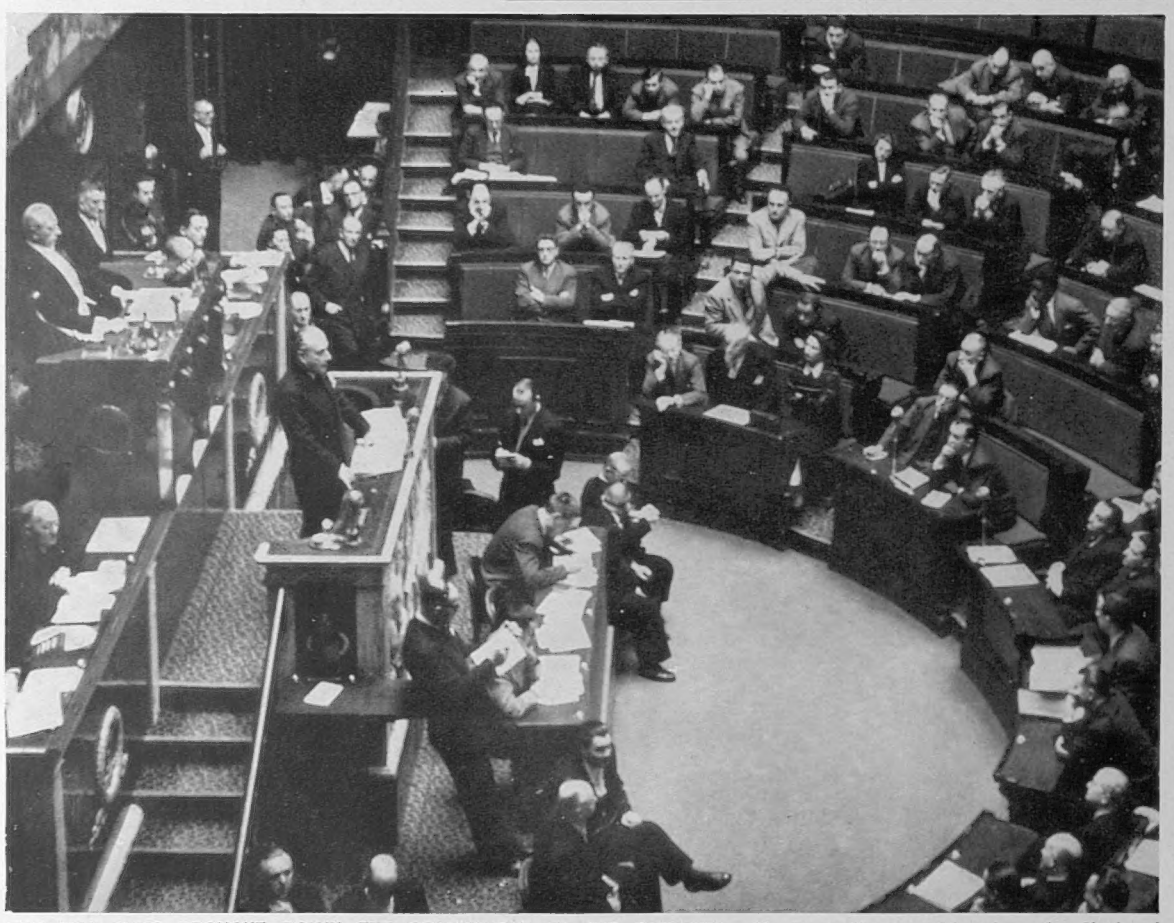
THE FALL OF M. MENDÈS-FRANCE

France's 20th Post-war Government is Defeated in Paris After Being Seven Months in Office

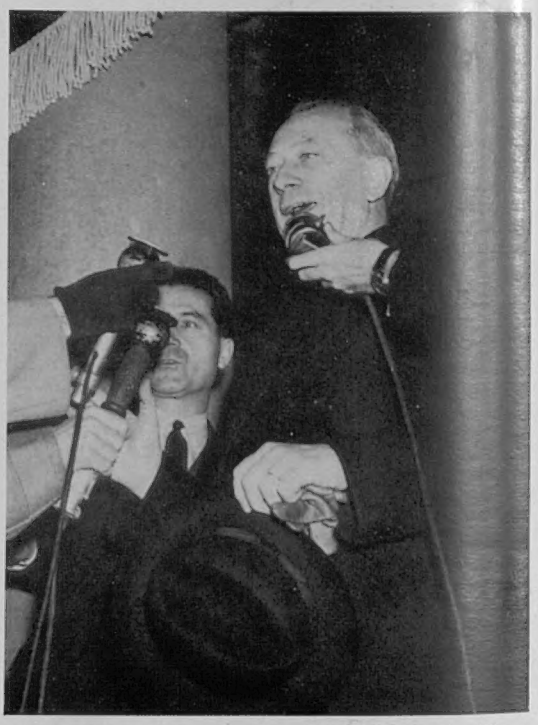
After seven months in office, M. Pierre Mendès-France was finally defeated in the French National Assembly last week. During the debate on the North African policies of his Government, the Assembly refused to give M. Mendès-France the vote of confidence he asked for, and he was defeated by 319 votes to 273, amid scenes of unusual bitterness and disorder. The Prime Minister and his Government promptly went to the Elysée Palace to hand in their resignation to the President, who immediately set about trying to find someone to form a new Government. Whoever undertakes to head France's twenty-first post-war Government will have one outstanding advantage over his predecessors—he will not require an absolute majority of the Chamber to win its approval. M. Mendès-France's seven months were often turbulent and never dull. With a fine sense of timing and of the spectacular, he gained the reputation for getting things done, and, at the same time, succeeded in allaying the suspicions of American and German statesmen. He will always be remembered for three outstanding events during his months in office: the truce in Indo-China; the ratification of the London and Paris Agreements on German rearmament after the death of the European Defence Community; and the beginning of a new policy in Tunisia. The ratification of the Agreements remains to be presented to the Council of the Republic, and it is noteworthy that many of the leading candidates for the Premiership themselves refused to vote for ratification in the Chamber last year. Whether they will now be prepared to see ratification through to its conclusion must remain a matter for doubt.



THE LONELINESS OF DEFEAT: M. Mendès-France sits ominously alone before a session of the French National Assembly opened during the debate on his North African policies. At the end of the debate, his Government was defeated in the Assembly by 319 votes to 273. Thus came to an end seven months of vigorous and decisive, if severely criticised, rule as Premier of France.



THE MAN WHO BROUGHT DOWN THE GOVERNMENT AT THE ROSTRUM: M. René Mayer addressing the National Assembly during the debate on M. Mendès-France's North African policy. The Prime Minister can be seen on the Ministerial benches on the extreme right. The French Government's defeat was chiefly brought about by the defection of about twenty members of his own Radical party, who had been inspired by M. Mayer.



AFTER REPORTING TO THE PRESIDENT: M. Pierre Schneiter, President of the Senate, answering questions after his audience with the President of the Republic, M. Coty, at the Elysée Palace.

A GRIM PRIME MINISTER ARRIVES TO HAND IN HIS RESIGNATION: M. Pierre Mendès-France surrounded by reporters on his arrival at the Elysée Palace at four o'clock in the morning. He had come straight from the National Assembly to hand in his resignation to the President of the Republic.

ASKED TO FORM A GOVERNMENT: M. Antoine Pinay, the Conservative leader, was the first person to be asked by the President to try to form a new Government. M. Pinay was Prime Minister in 1952.

THE QUEEN WITH HER COMMONWEALTH MINISTERS : This picture was taken in Buckingham Palace on the evening when Her Majesty entertained to dinner the Prime Ministers and other representatives attending the Commonwealth Conference in London. With the Queen, from the left, are—Sir Godfrey Huggins (Central African Federation) ; Mr. Mohammed Ali (Pakistan) ; Mr. Menzies (Australia) ; Mr. C. R. Swart (Minister of Justice, South Africa, and representative of the Union's Prime Minister at the Conference) ; Sir Winston Churchill ; Mr. Holland (New Zealand) ; Mr. St. Laurent (Canada) ; Mr. Nehru (India) and Sir John Kotelawala (Ceylon). The Queen wore a crinoline-style dress of white lace. With Her Majesty at the dinner were the Duke of Edinburgh, Queen Elizabeth the Queen Mother, the Duke and Duchess of Gloucester and the Princess Royal. More than sixty people sat at the long table running the full length of the State dining-room. The Queen and the Duke sat opposite each other in the middle.

ROYAL OCCASIONS

The Queen Entertains Commonwealth Ministers and Relaxes at Hurst Park, where the Queen Mother Won an Important Race

On left—

AT THE RACES : The Queen and the Queen Mother were in a happy mood at Hurst Park after the Queen Mother's horse, Devon Loch, had won the important New Century Steeplechase. With them in the unsaddling enclosure are Devon Loch's jockey, Brian Marshall, and immediately behind him the trainer, Peter Cazalet. Marshall had made a terrific finish. Not until the horses were half-way up the run-in did the big crowd realise Devon Loch could win. Then from all sides came cheering. Marshall told the Queen Mother : " Devon Loch was always running well. When we turned into the straight I could tell that those in front would 'die away.' He gave me a beautiful ride all the way down the straight." It is hoped that Devon Loch will be entered for next year's Gold Cup. Thus the Queen Mother may become the first Royal owner of a champion steeplechaser.

PIARCO AIRPORT IS GAILY DECORATED FOR PRINCESS MARGARET'S ARRIVAL IN TRINIDAD AT THE START OF HER MONTH-LONG TOUR OF THE BRITISH WEST INDIES : Her Royal Highness arrived at Port of Spain in the B.O.A.C. Stratocruiser *Canopus*, having flown from London by way of Montreal and Jamaica. She was greeted by Sir Hubert Rance, the Governor of Trinidad and Tobago, and after ceremonies at the airport and the Arima race-course, drove to Government House for her five-day stay in the colony. The Princess's programme in Trinidad included a garden party ; a State drive through Port of Spain ; children's rallies and civic functions.

PRINCESS MARGARET IN TRINIDAD

A Great Welcome for Her Royal Highness at Port of Spain as She Began Her Month-long Tour of the Caribbean

THE FIRST CEREMONIES OF THE PRINCESS'S TOUR : *Left*—Princess Margaret inspecting the Guard of Honour, the members of which are resplendent in gleaming spiked helmets, white tunics, and black trousers. *Right*—The Governor, Sir Hubert Rance, is seen reading his address of welcome, in which he tendered "a warm and respectful welcome" to the Princess. He also said that the population of the colony was more cosmopolitan than that of any other colony in the British Empire. "It is," he continued, "only because the foundations of that Empire are laid on principles of liberty and justice for all Her Majesty's subjects . . . that representatives of so many races and religions are able to live together in peace and harmony." Before leaving the airport the Princess thanked the crew of the B.O.A.C. *Canopus*.

WITH THE GOVERNOR AT HER SIDE, THE PRINCESS MEETS THE PEOPLE OF TRINIDAD : Some of the spectators, anxious to get a closer view of the Princess at the airport, climbed on to the roofs of near-by buildings. For her first day in Trinidad, Princess Margaret wore a pale beige taffeta dress, with a diamond pin in the form of an English rose. She told the people that she was delighted at having arrived in the West Indies. The Princess began her official engagements on the following day.

THE MAYOR OF ARIMA CONVEYS THE GREETINGS OF HIS TOWNSHIP AT ARIMA RACE-COURSE : Mr. Raphael Chinaleong told his Royal guest that Arima was proud to be the only borough in the British Caribbean having a Royal Charter of Incorporation, granted by Queen Victoria in 1888. About 10,000 people were assembled at the race-track. In the evening of Princess Margaret's second day in Trinidad she witnessed a carnival of dancing and singing in the grounds of Government House.

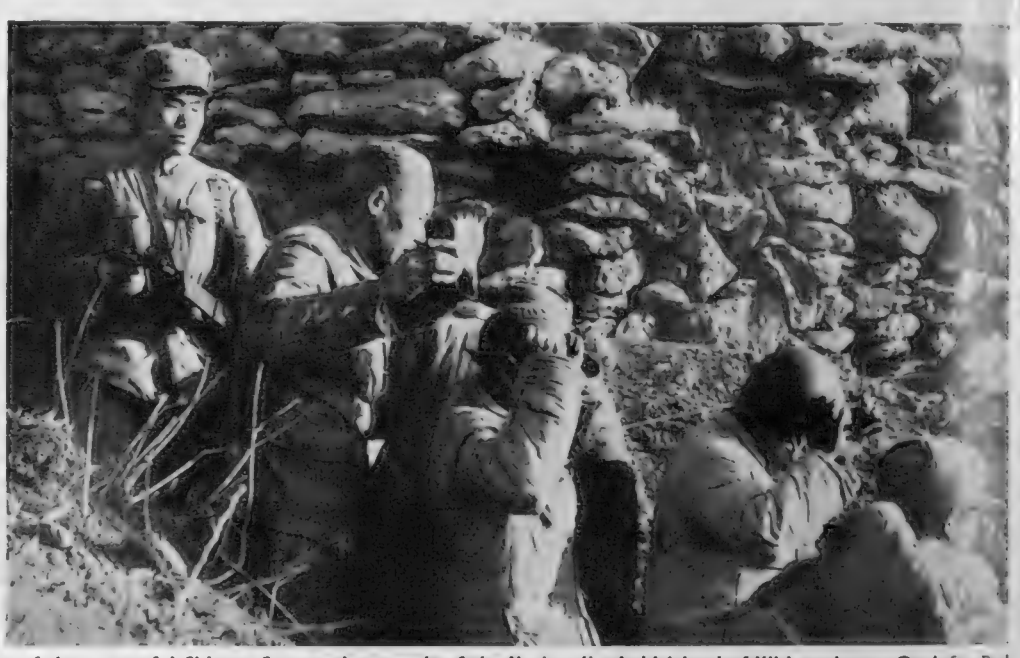
THE "ASIAN POWDER KEG"

Pictures from Near Formosa Include Attack and Counter-Attack by Communists and Chinese Nationalists

The tense situation in the Far East has been overshadowing all other political considerations. The next steps being watched by an anxious world will be developments from the Chinese Government's rebuff to the United Nations in refusing its invitation to discussions and from the American commitment for the defence of Formosa.

The State Department has announced that the United States would assist the Chinese Nationalists in defending "such related positions and territories . . . as the United States deems to be essential for the defence of Formosa and the Pescadores." No "related essential territories" were named in the statement. But at least it was clear that the Tachen Islands were not included, for the American Seventh Fleet, with numerous Chinese Nationalist warships and merchantmen, left Formosa to evacuate troops and civilians from this group. It is widely reported that General Chiang Kai-shek was anxious to obtain an American defence guarantee for the Tachens, and for Matsu, off the coast of Foochow, and the Quemoys as well. The fact that he has not achieved this is plain evidence of the American determination to attempt to resolve the crisis without resort to war.

A NATIONALIST ISLAND OFF THE COAST OF CHINA WHICH IS NOT NAMED IN THE U.S. DEFENCE GUARANTEE: A soldier of Chiang Kai-shek's forces walks along a road in Matsu, an island close to Foochow, on the Chinese coast. This is one of his garrisons for the defence of which it is believed the Nationalist leader was hoping to obtain an American commitment. But President Eisenhower has offered assistance only for the protection of Formosa and the Pescadores and unspecified "related territories."



THE COMMUNISTS ATTACK: These are the first pictures received in London of the successful Chinese Communist assault of the Nationalist-held island of Yikiangshan. ***On left*****—Red infantrymen scale a cliff after landing.** ***On right*****—Nationalist troops have surrendered a bunker.** Yikiangshan is about 200 miles north of Formosa and 18 miles from the Chinese mainland. First American reaction was that the Communist seizure was of no great consequence, because the island was defended by Nationalist guerrillas and not by regular troops.

THE NATIONALISTS BOMB THE MAINLAND: Parts of Foochow, the Communist port on the coast opposite Formosa, are devastated and in flames after bombing by Nationalist aircraft. These pictures have been received from Peking. According to Chinese Communist Government sources, the Nationalist airmen flew in American-built aircraft, six flights of F-84 fighter-bombers dropping twenty-three bombs. These reports also state that in this raid 120 civilians were killed and 180 injured.

LANDING IN THE JUNGLE

In Malaya, Airstrips 200 Yards Long are Being Built for Pioneer Aircraft which Bring Supplies to Troops and Civilians

In the mountainous jungles of Malaya the Royal Air Force has created something quite new in airstrip operation to give effective support to troops and civilians. The nature of the country—dense jungle, mountains up to 6,000 ft. high, and deep valleys—has for long made it apparent that aircraft which can land here provide the most efficient means of supplying the jungle interior. The helicopter is probably the best aircraft for the purpose, for it can carry a load of over 2,000 lb., and can land and take off vertically in a very small space. Unfortunately not enough helicopters are yet available for operations in Malaya, though both the Royal Navy and the R.A.F. are providing all they can, and more R.A.F. helicopters are actually on the way to Malaya now. For this reason great use has been made of the Prestwick Pioneer, which can carry a load of about 1,200 lb., and which can land and take off on an airstrip of less than 200 yards. In addition, the Pioneer enjoys the outstanding advantage of being able to climb steeply on taking off, an asset in the mountainous country in which it operates.

The pilots of the Pioneers themselves choose the sites for the airstrips. They are dropped into the interior either by helicopter or by parachute, or they walk into the jungle. After selecting their site, thick undergrowth and giant trees must be removed to prepare the airstrip. Sometimes the 200 yards are carved out of the top of a small hill, and in one instance it was necessary to dig into a sheer cliff face. Often there is virtually no approach to the strip, and the pilots have to use all their skill and knowledge of new techniques to negotiate a landing. Around the airstrips are built small forts, and from there the supplies which are landed by the aircraft are distributed to troops fighting against the terrorists and to civilians who had hitherto had to rely on the Communists for their food. In addition, the aircraft are used to bring in troops and to fly out sick and wounded military personnel and civilians. It is a skilful R.A.F. operation, which is likely to be more effective in ending terrorism in Malaya than bombing missions.

A SUPPLY CENTRE IN THE MIDST OF THE MOUNTAIN JUNGLES OF MALAYA: Fort Blank A and the airstrip which has been constructed between the hillside and the river. This airstrip, although barely 200 yards in length, enables Prestwick Pioneer aircraft to land and take off. Landings are invariably made towards the river and the bridge, for the approach angles to the airstrip are better from the far end, despite the landing being slightly downhill and usually down-wind.

On left—

FLATTENING THE TOP OF A HILL: The 180-yard strip at Fort Blank B, which was formed by flattening out the top of a small hill and cutting part of the undergrowth in the surrounding jungle.

A JUNGLE SUPPLY FORT AT GROUND-LEVEL: Air Vice-Marshal L. F. Sinclair, Assistant Chief of Air Staff (Operations), talking to the garrison commander at Fort Blank A. In the background are two Pioneers on the airstrip.

THE PRESTWICK PIONEER CAN TAKE OFF COMFORTABLY: The "clamber"-out technique is demonstrated at Fort Blank A. Because of surrounding hills (hidden by clouds) and the converging jungle, it is essential for the aircraft to climb quickly and steeply.

READY FOR THE TAKE-OFF: The Pioneer at right is ready to leave, while the aircraft at left is standing on an "apron" space hewn out of the hillside which bounds the airstrip. The bridge leads to Fort Blank A.

Foreign News in Pictures

FROM WEST AND EAST

A PICTORIAL ACCOUNT OF RECENT EVENTS IN MANY PARTS OF THE WORLD

GENERAL MACARTHUR IS HONOURED IN LOS ANGELES AND URGES THE ABOLITION OF WAR: The former American Commander-in-Chief in the Far East speaking at the ceremony at MacArthur Park, Los Angeles, when a monument commemorating his exploits was unveiled. At a banquet given that evening by the Los Angeles American Legion to mark his seventy-fifth birthday, General Douglas MacArthur urged that the American nation should now proclaim its readiness to abolish war. "The result would be magical," he declared. The alternative was nuclear warfare "by spontaneous combustion."

THE PRESIDENT OF HAITI AT WASHINGTON: President Paul Magloire bends to kiss the hand of Mrs. Eisenhower when she arrived with President Eisenhower for a dinner-party. President Magloire and his wife had come to the American capital on a three-day State visit. The Haitian President addressed a joint session of Congress and visited West Point.

THE SULTAN OF SELANGOR WATCHES NAVAL OPERATIONS AGAINST TERRORISTS: The Sultan being taken to the cruiser H.M.S. *Newcastle* lying off Selangor. Sitting next to him is Commander Barrett, Royal Navy Liaison officer, and also in the party are the Chief Police Officer of Selangor and Mr. G. S. Rawlings, the British Adviser in the Malay State. The Sultan watched the shelling of Communist terrorists trapped in the south swamp of Selangor.

THE SIAMESE CHIEF OF POLICE IN MALAYA: General Phao Sriyanond watching a Federal Field Force trainee dive into a river at the Field Force Training Centre in Dusun Tua, near Kuala Lumpur. The General, who heads the Siamese Police Force, had come to Malaya to discuss with British Army and Police officials ways of dealing with Communist guerillas who have made their headquarters in the jungle on the Siamese-Malay border.

On left—

BLOHM AND VOSS AGAIN: The 2,500-ton ferry vessel *Wappen von Hamburg* being launched at the Blohm and Voss shipyards in Hamburg. This is the first launching there since the famous German shipbuilding firm was transferred by the British administration back to German ownership. Blohm and Voss were responsible for the construction of a large proportion of the German Fleets of two wars.

On right—

A FRENCH SUBMARINE SALVAGED: The Persée seen after she had been brought to the surface at Dakar; she will be towed to Toulon. The submarine was one of two which were sunk by British Naval forces in September 1940. The engagement took place during the abortive attempt by General de Gaulle to seize the French West African port on behalf of the Free French Forces.

THE UNITED NATIONS SECURITY COUNCIL MEETS TO DISCUSS THE CRISIS IN THE FORMOSA STRAITS: *On left*—The Nationalist Chinese delegate, Dr. Tingfu Tsiang, sits by himself at the Security Council table in New York at the conclusion of the session at which it was agreed to invite Communist China to the United Nations to discuss cease-fire proposals. *On right*—Voting against a Soviet motion that Nationalist China should be debarred. From left are Mr. Arkady Sobolev, Sir Pierson Dixon, and Mr. Henry Cabot Lodge.

SENTENCED FOR SPYING BY AN EGYPTIAN MILITARY TRIBUNAL: Victorine Nino smiles as she leaves the Cairo court, where she was sentenced to fifteen years' imprisonment for spying on behalf of Israel. Known during the trial as Marcelle, she was the only woman in the group of thirteen Jews charged with espionage. Two were sentenced to death, two to life imprisonment, two to fifteen years' and two to seven years' gaol. Two men were acquitted, two left the country before they could be arrested, and one man committed suicide in his cell last December. Despite protests from all over the world, the death sentences were carried out. In Israel there was the greatest indignation, and the Israeli Parliament adjourned for half-an-hour as a mark of protest. One of the executed men, Dr. Marzouk, was a Tunisian citizen, and the Egyptian Ambassador in Paris was summoned by the French Foreign Minister, who told him of the "profound emotion" caused in France by the executions.

EXECUTED BY THE EGYPTIANS: Dr. Moussa Marzouk, a surgeon at the Jewish Hospital in Cairo, was one of the two men executed for spying on behalf of Israel.

The Government of Communist China in Peking refused the invitation of the Security Council to send delegates to the United Nations and attend cease-fire talks as proposed by the New Zealand delegate. Furthermore, Mr. Chou En-lai stated that he would only send delegates to New York to discuss the Russian resolution condemning American "aggression," and only if Nationalist China lost her seat in the Council. There was considerable disappointment at the Chinese refusal to discuss a cease-fire, and some surprise at the unacceptable conditions attached to Communist participation in the debates. Earlier the Security Council's invitation to the Communists had only been opposed by Nationalist China's delegate, Dr. Tsiang, and it had been hoped that, in view of the moderate tone of the Russian delegate, Communist China might accept the invitation. It is now likely that a less public approach to Peking will have to be made to secure cease-fire talks.

THE GOVERNOR-GENERAL OF PAKISTAN ATTENDS INDIA'S INDEPENDENCE DAY CELEBRATIONS: Mr. Ghulam Mohammad talking to Mr. C. Rajagopalacharya, former Governor-General of India, at a banquet held in Delhi. The Governor-General of Pakistan had been invited to the Indian capital to participate in the celebrations of the sixth anniversary of the Indian Republic. He said that he hoped his visit would lead to better and closer understanding between India and Pakistan, and told Mr. Nehru "We must settle all outstanding disputes between us." Later the Governor-General left Karachi for Europe. He is staying in Switzerland for a fortnight for medical advice, rest, and a change.

A SLIGHTLY PREMATURE VICTORY PARADE IN COSTA RICA: Crowds lining the Central Avenue in San José to watch the parade of some 6,000 reservists. This was part of the festivities held to celebrate the victory over the rebels who had invaded Costa Rica. President José Figueres led the parade to the National Stadium, where he reviewed his forces before releasing them from active duty. They had been hastily mobilised last month to meet the invasion by rebel forces assembled near the Nicaraguan border. Five days after the parade, however, the reservists were again warned to stand by for action when clashes between Government troops and rebels took place. Ten rebels were said to have been killed, seven Government troops were reported missing, and one was interned in Nicaragua.

THE TUNNY FISHERS OF BAKARAC

The Fishermen of the Little Yugoslav Village on the Adriatic Coast Use Long Ladders from which to Watch for the Arrival of a Shoal of Tunny

The visitor to the picturesque Adriatic coast of Yugoslavia is often puzzled by the sight of long ladders jutting diagonally over the sea at intervals along the coast-line. Often a man can be seen at the top of the ladder gazing out towards the blue, translucent sea. Behind all this apparent day-dreaming there lies a purpose—catching tunny. And in the little village of Bakarac it is the main occupation and chief source of excitement.

Catching tunny is a very strange kind of fishing, because neither hook nor bait is used. One can do nothing to tempt these large Mediterranean fish; it is merely a question of sitting and waiting for them to arrive. From their look-out at the top of the high ladders the inhabitants of Bakarac take turns to watch for the arrival of the shoal, and to give due warning. The look-out is made comfortable by an elbow-rest by his chair. Below him lie the nets, opened towards the sea, but in a position to be closed without delay. For days, weeks, and sometimes even months, nothing happens; the entire village waits with infinite patience.

Suddenly the signal is given. A large shoal of fish has reached the nets. Everybody in the village is excited. The men rush from their homes, grab more nets, and jump into their boats to go to the scene of action. The womenfolk follow them, either in boats or on foot along the coast. The fishermen scoop up the tunny caught in the enclosure with their smaller nets, and place their catch either into other boats or merely on the sand. The operation continues until every fish in the shoal is deemed to have been collected. Then the villagers head for home. The children inspect the catch and test their strength against the tough tunny, a fish which can survive out of the water for a long time.

In the village the catch is celebrated. The long hours of waiting have been rewarded. The tourists who have stopped to watch the event have brought custom to the village. The fishermen of Bakarac have caught 35 tons of high-quality fish. And the look-outs return to their posts.

THE WATCH ON THE ADRIATIC: At intervals along the Yugoslav coastline long ladders like these point out diagonally over the water. At the top sit look-outs who watch, sometimes for weeks, for the coming of the tunny-fish. Catching these large Mediterranean fish provides the main source of income in such villages as Bakarac, where these ladders are situated.

A PATIENT LIFE IN THE SUN: The tunny has already been sighted, and some of the fishermen have been out in their boats. Most men only wear swimming trunks, and the look-outs on the ladders who gaze across the sea get thoroughly sun-tanned during their long vigil.

CATCHING THE TUNNY IS EVERYBODY'S CONCERN: The men haul in the heavy nets after a shoal has swum into them. Some of the womenfolk have come down to watch the operation. The arrival of the tunny is an important event for everybody in the village, and is the cause of great celebration.

On left—

THE NETS ARE EMPTIED: When the fish cannot be transferred into another boat, they are landed and left on the beach. A good catch at Bakarac often amounts to 35 tons, all of it of a high quality.

THE END OF SOPHIATOWN

The First of Some 60,000 Natives Receive Notice to Quit their Homes in the Squalid Slum Areas of Western Johannesburg

RAY STREET, IN SOPHIATOWN, JOHANNESBURG, FROM WHICH THE FIRST OF 60,000 NATIVES ARE TO BE MOVED IN CONNECTION WITH SOUTH AFRICA'S RACIAL SEGREGATION POLICY : In the background is the Church of Christ the King, served by Priests of the Anglican Community of the Resurrection. The church is the social and philanthropic as well as the religious centre of the township, but no provision has been made for its transfer to Meadowlands, the new location for Johannesburg's natives, which is situated some fifteen miles outside the city, in the open veld.

LIFE IN A " BLACK SPOT " BACKYARD : A scene in Sophiatown, in western Johannesburg, where the first of 60,000 natives have received notice to quit and to move to a new Government-controlled township called Meadowlands, some miles away to the south of the city. This is a further step in the Government's racial segregation policy, but many of the coloured inhabitants of Sophiatown are determined to resist what they term a " forced migration." The main objection to the Government scheme is said to come from the natives who own properties in the " black spots " but who cannot own any in the areas to which they are to be moved. On the other hand, the Government claims that many native tenants will be glad to move out of dingy, shanty back-rooms in the " black spots " into new homes. It is further contended that the rentals for such homes will often be lower than those paid in Sophiatown. But the natives will be faced with increased fares in their journeys to and from the city and forced to travel in trains which are already overcrowded.

A " PLAYGROUND " FOR THE CHILDREN : They are seen in a small open space surrounded by shanty rooms which have been built at the back of permanent homes. *On left*—This part of the township may not be moved, because it is not situated close to another residential area.

THE OLD AND THE NEW—SOPHIATOWN AND MEADOWLANDS : The average rent for the new homes (consisting of four rooms) will be £3 7s. 6d. per month. Houses can only be rented because the Government is not prepared to provide freehold properties for the natives in this area. The old dwellings in Sophiatown may not be the first to be demolished. They may be used to provide temporary accommodation for evacuees from the " buffer strip " which divides the " coloured " quarter from the " white " suburb of Westdene.

THE MOST UP-TO-DATE AIRCRAFT-CARRIERS IN THE WORLD EMBODY THE LATEST SAFETY DEVICES: *Above*—An aerial view of H.M.S. *Centaur* shows her angled flight-deck. It is degree of safety than has been possible before. H.M.S. *Centaur* is one of the new "Hermes" class of carriers, with a displacement of 20,330 tons and a wartime mirror sight landing device on H.M.S. *Albion*, another of the "Hermes" carriers. Consisting of a large curved mirror and a system of lights, it assists

A NEW DEVELOPMENT IN SUBMARINES: H.M.S. *Explorer* slips down the stocks after her launching last year. She is the first British submarine powered by the high test peroxide system. This gives a submerged speed of 20 knots and makes her one of the fastest submarines in the world.

THE ROYAL

Britain has the Second Largest Navy Along the Lines Demanded by Modern It Would be Rapidly Expanded and

By GEOFFREY

RECENTLY many critics have been active about the state of the Royal Navy. A debate in the House of Lords in December of last year, attended by four Admirals of the Fleet, was highly critical of the Government because, in the view of many speakers, it was allowing the strength of the Royal Navy to run down. This view was repeated more forcibly on the occasion of the diamond jubilee of the Navy League in January this year.

The Admiralty consider much of the criticism to be exaggerated and ill-informed. Therefore let us consider the facts as they are. What *would* be the Navy's position if war were declared within the next months?

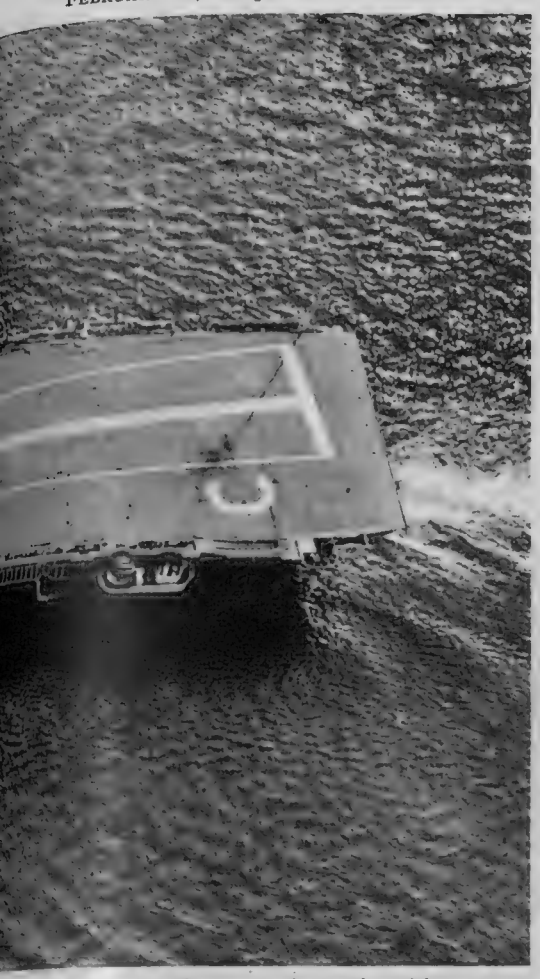
There is no secret about the numbers of our ships. The list is published annually in the Navy Estimates, which are due for renewal within the next few weeks. According to present information, the Navy has one fast battleship, the *Vanguard*, in the Active Fleet and four in reserve. Of the carriers, two large Fleet carriers, the *Eagle* and *Ark Royal*, are in commission and three light Fleet carriers of the "Hermes" class—*Centaur*, *Albion* and *Bulwark*—have been completed. These embody the new angled-deck and, equipped with the very latest in radar, radio and armament control, are the five most modern aircraft-carriers in the world. At the time of writing, the Navy has nine aircraft-carriers in commission with eight in reserve.

The cruiser position shows ten in operational commission, one in commission for experimental work and thirteen in reserve. Three cruisers of the "Tiger" class, on which work had been suspended, are now being completed. These ships will be armed with a revolutionary type of 6-inch gun with a tremendous rate of fire, enabling four of them to deliver 5 tons of metal each minute. They will also possess the most modern fire-control system operated by radar and giving great accuracy against both surface vessels and aircraft.

There are eighty-five destroyers in all and fifty-eight submarines. There are also the eight "Daring" class ships which have been completed. These are very fine ships, with the performance of a light cruiser. However, it is in the lower reaches, among the small ships, that the Navy has been concentrating since the war. These are designed to combat the twin threat of submarine and mine.

The counter to the very fast, modern submarine, with its great underwater endurance, is the speedy, well-armed frigate. A construction programme of twenty-five of these vessels has been going on for some time. Several of them have already been launched, most of which will shortly be in service. They embody the very latest anti-submarine equipment in the form of electronically-controlled mortars, which are extremely accurate. The total frigate strength of the Navy, either in the Active Fleet or in Reserve, is 176.

The Admiralty regard the menace of mining very seriously indeed, for a modern mine, which can be contact, pressure, magnetic and acoustic (or a combination of one or more), is a highly dangerous weapon. To the existing minesweeper force of sixty-four ocean sweepers and 205 inshore and coastal sweepers, another forty will be added.



so designed that aircraft can use the carrier with a greater complement of 1,400 officers and men. *On right*—The high-speed jets to land on the angled flight-deck.

NAVY TO-DAY

in the World. It is Being Developed Global Strategy. In the Event of War Look After Itself Most Effectively

WILLANS

Of course, mere figures of ships do not convey the true strength of the Royal Navy. This is still the second largest marine force in the world, with far-flung resources of supply, depots, repair, dockyards and stores all over the globe. Moreover, since the war, a greater peacetime strength—over 30 per cent. higher than the average between the wars—has been maintained than ever before in our history.

The Royal Navy has never been more than a "holding force" in peacetime, capable of rapid expansion in time of war. The Reserve Fleet, both men and ships, are available and could be mobilised rapidly. The active peacetime strength is at present 133,000 officers and men, whereas at the end of the last war the total was 861,000. Immediate reserves total 250,000, including 85,000 highly trained officers and men. Thus, at very short notice, the active strength of the Navy could be expanded by 75 per cent.—all that could be absorbed to meet immediate war requirements.

What emerges is this. The Navy to-day may be perhaps less impressive physically than before, but there is in existence the foundation of a better-balanced Navy than was the case in 1939.

Every student of current global strategy knows that the only threat to the West can come from the Soviet Communist bloc. During the Second World War the Russian Navy suffered very severe losses, but immediately it became possible construction was resumed on a very large scale. The Soviet Navy's main surface strength to-day is some twenty large cruisers (including twelve of the "Sverdlov" class) and over 100 destroyers. In addition to these, she will shortly possess a fleet of 500 submarines, a large proportion of which are of the ocean-going type with a range of approximately 20,000 miles, although very many are of pre-war vintage. Her small surface craft are an unknown quantity, but probably numerous.

In itself, the problem of the Russian submarine strength is a grave one. It shows that the Russians have learned the lessons

(Article continued on page 262)

On right—

THE STRENGTH OF THE ROYAL NAVY: This chart shows the comparative strengths in ships of the Navy at the start and end of the war and at the beginning of this year. The figures are evidence that the lessons learnt from 1939 to 1945 are being applied to the fleets of to-day and to-morrow. The age of the heavy capital ship is over. To-day the biggest new ships are aircraft-carriers, which have the mobility to strike and disperse under the conditions of nuclear warfare. Surface attack is concentrated in cruisers and destroyers. Atomic strategy also emphasises the potentialities of underwater craft, so a modern Navy must be strong in both submarines and the smaller ships to counter them. The peacetime personnel of the Royal Navy is 133,000 officers and men, with 250,000 in immediate reserve. Ships in commission under the "Commonwealth" heading in the 1955 chart are R.N. vessels on loan to Commonwealth countries.

THE ROYAL NAVY STRENGTH IN SHIPS 1939-1945

	CAPITAL SHIPS	CARRIERS (ALL TYPES)	CRUISERS	DESTROYERS	FRIGATES, SLOOPS & CORVETTES	SUBMARINES	REMARKS
STRENGTH IN 1939	15	7	60	180	39	58	*and a large number of lesser craft and Fleet auxiliary vessels.*
COMPLETED DURING WAR	5	55	29	218	405	161	*Also built–some 188 Fleet minesweepers and over 1000 smaller craft of all types.*
WAR LOSSES	5	8	32	148	64	77	*Also lost–1 monitor, 6 minelayers, 15 armed merchant cruisers, 39 Fleet minesweepers, 10 gun boats, 9 hospital ships and hundreds of smaller craft.*
STRENGTH AT ARMISTICE	15	54	57	250	380	142	*plus a vast range of support and landing craft and Supply and Fleet train ships.*

THE ROYAL NAVY STRENGTH IN SHIPS–JANUARY 1955

	IN COMMISSION	IN RESERVE, REBUILDING, MODERNISATION	BUILDING IN U.K.	COMMONWEALTH	
				IN COMMISSION	BUILDING
CAPITAL SHIPS	1	4	–	–	–
CARRIERS	9	8	6	3	–
CRUISERS	11	13	3	7	–
DARINGS	7	1	–	–	3
DESTROYERS	21	64	–	27	–
FRIGATES	58	118	25	48	18
OCEAN MINESWEEPERS	13	51	–	55	–
INSHORE & COASTAL MINESWEEPERS	40	165	40	A number	
SUBMARINES	40	18	Confidential	–	–

Also many Depot, Supply, Maintenance and oil tanker vessels, fast patrol boats, seaward defence boats, motor launches, boom defence vessels, tugs and harbour craft.

NOTES

All ships, type for type, are generally bigger than pre-war and hence absorb more manpower.

The 1939–1945 figures do not include Commonwealth strengths. All have noticeably increased their strengths over pre-war figures.

THE FLEET AT SEA : This drawing and the corresponding one on the opposite page were specially made for "The Sphere" by Cavendish Morton. The intention is to illustrate the types of vessels Britain could send to sea in the event of an immediate war. On this side are the heavy ships, many of which up to now have had a predominant role in the Fleet. In the foreground is the *Vanguard* (45,500 tons), the largest warship ever built in Britain. To-day she is the only British battleship in commission. Since she might be very vulnerable from the air, it is problematic whether she would play any vital part in a future war. The Fleet has four battleships in reserve. Beyond *Vanguard* lie the different classes of aircraft-carriers. Five of the British carriers are the most modern in the world. They embody the most up-to-date devices, such as angled flight-decks and new equipment in radio, radar and armament control. The main difference in the classes of carriers is in their size. Ferry carriers can be used either as aircraft maintenance ships or as light carriers. The Americans are constructing giant carriers of 60,000 tons. The largest R.N. carriers are of 36,800 tons. But the whole question of the value of carriers in modern war is debatable. One school of thought maintains that, like battleships, they are too vulnerable against nuclear attack and that they serve no purpose which could not be achieved from air bases on land. Therefore, it is argued, carriers are obsolete. The opposing view is that the carrier, because of its mobility and ability to disperse, is better protected than a land base. Cruisers are probably the largest practicable surface warships for attack under modern conditions. Soon they may be equipped with guided missiles. The monitor may be an outmoded vessel, but could still have a function in combined operations. According to current lists Britain has two of these ships.

The Royal Navy Today

THE NAVY'S BIG SHIPS WHICH ARE STILL IN COMMISSION

SHIPS OF THE RESERVE FLEET AT GARELOCH, ON THE CLYDE, IN SCOTLAN of war is sketched at its reserve station by Tom Taylor. His pers and now the main supply and depot ship alongside the quay at companion battleships, is laid up in a state of preservation. In th as the *King George V*; the aircraft-carrier *Indomitable*, completed submarine depot ship *Montclare*; H.M.S. *Defence*, one of the thr now being completed; the battleship *Anson*, the third of the "Ki which was in the German Navy until 1945; and H.M.S. *Hercules*, suspended the following year. Critics often overlook that the re

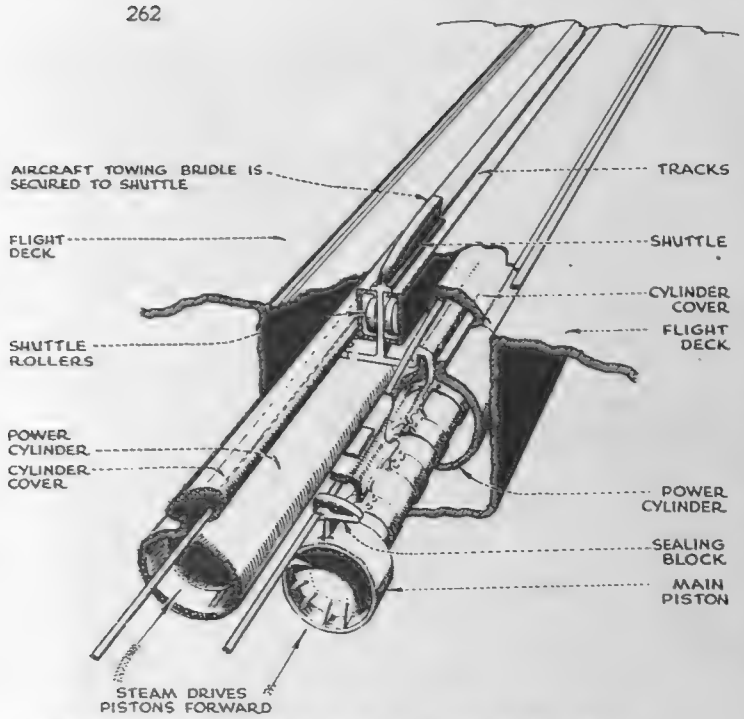
THE PREDOMINANCE OF SMALL SHIPS GIVES THE NAVY A "NEW LOOK": The present construction programme tends to concentrate on building small vessels which move quickly and would be difficult targets from the air. All navies are establishing large submarine fleets. The Soviet Navy is believed to have some 500 in service. The value of the submarine is that it can lurk in safety deep under water and, armed with nuclear projectiles, could do untold damage against enemy coasts and shipping. The anti-submarine vessel is the frigate. Adaptable to all climates and conditions, it can hunt the underwater enemy and protect convoys. Britain is not only constructing numbers of new frigates; she is also converting many destroyers to this class, refitting them entirely with new equipment. The minelayer blockades the enemy and defends our own coasts, although much minelaying can now be done from the air. The minesweeper is the counter to this, for it can keep open the routes for merchantmen and the imports of food and materials upon which the life of Britain depends. The latest types of destroyer are probably the best all-purpose ships for attack or defence. The "Daring" class of vessel, of which Britain has eight, is an innovation which should prove most effective. They are former destroyers which have been refitted and can carry out the functions of cruiser reconnaissance. They have the finest anti-aircraft and anti-submarine systems yet devised. With fleets of all these classes of little ships, Britain is equipping herself for protection in nuclear warfare and can still exert her classic influence on sea-power in the history of the future.

THE FAST, SMALL SHIPS WHICH MAY DECIDE THE ISSUE IN ATOMIC WAR

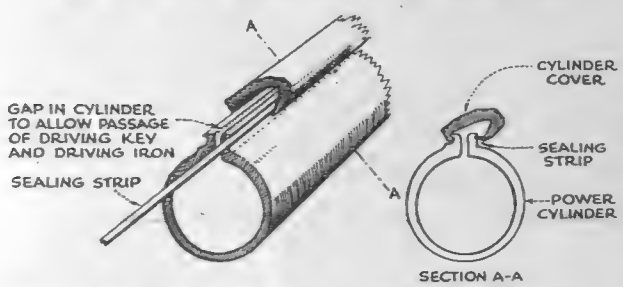
...e of the potential upon which the Royal Navy could call in the event ...is from the quarter-deck of H.M.S. *Woolwich*, the destroyer depot ship ... Astern is the battleship *King George V*, which, with two of her ...el from the left are H.M.S. *Duke of York*, battleship in the same state ...nd extensively refitted and modernised between 1948 and 1950; the ...ger" class cruisers on which construction had been suspended, but is ...ge V" class at Faslane; H.M.S. *Bulawayo*, a fleet replenishment ship ...t aircraft-carrier which was launched in 1945 but on which work was ...of any navy must be considered when assessing its power in war.

THE STEAM CATAPULT

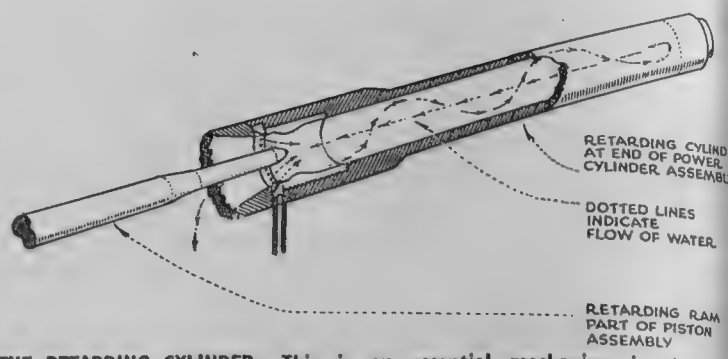
Catapults for launching aircraft have occupied the attention of the Royal Navy for thirty years. In 1925 the first air-operated catapult was fitted in H.M.S. *Vindictive*. Since then catapults have been operated by cordite and, more recently, by hydro-pneumatic principles. But these latter cannot be designed at a size small enough to fit ships and still supply the power necessary for launching new types of aircraft at their high speeds. So naval and civilian engineers have evolved the steam catapult. On this page drawings illustrate its working principles. The first catapults are to be in H.M.S. *Ark Royal*, and it is intended to fit them in all H.M. aircraft-carriers.



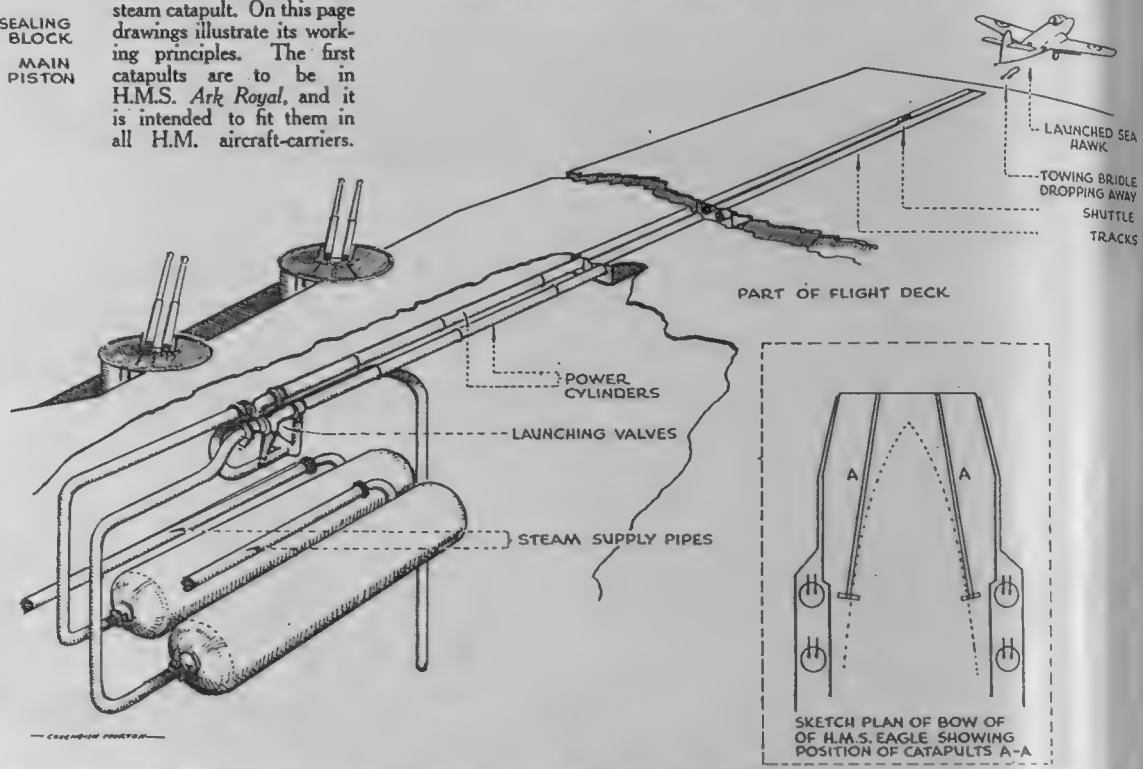
THE NEW AIRCRAFT-LAUNCHING DEVICE WHICH COMES INTO OPERATIONAL USE THIS YEAR : This drawing shows the general working principles of the steam catapult, which is being installed in H.M.S. *Ark Royal*, the Fleet carrier to be commissioned very shortly. The aircraft on the flight-deck is connected by its towing bridle to the shuttle. This shuttle is attached to flexible wire ropes passing round pulleys and is propelled along its track in the deck by two pistons. These slide in two cylinders placed side by side under the deck. Steam from the power cylinders drives the pistons and shuttles forward, and the aircraft is launched at the required speed.



THE SEALING STRIP : The steam pressure on the cylinder tends to make it open at the gap which allows passage of driving key and iron. This is resisted by the combination of the cylinder cover and the sealing strip.



THE RETARDING CYLINDER : This is an essential mechanism in the steam catapult. It is situated at the end of the run of the piston assembly for launching the aircraft. Steam from the cylinder is applied to the retarding ram, which is part of the piston assembly, and stops the forward propulsion so that the aircraft can be freed into the air.



THE LAY-OUT OF THE STEAM CATAPULT : Steam from the boilers drives the piston and shuttle, to which the aircraft is attached, along the deck. At the point of launching the piston and shuttle are halted by the retarding cylinder and the towing bridle drops from the aeroplane. The aircraft is a jet Sea Hawk. The smaller drawing indicates the position of the catapults to be fitted in the deck of H.M.S. *Eagle*.

THE ROYAL NAVY TO-DAY

(*Continued from page 259*)

of the last war with accuracy. Hitler started with his Navy as his weakest arm. At the outbreak of hostilities he had fewer than sixty U-Boats. Although Italian and Japanese submarines complicated the problem (Japan lost 130 submarines, Italy eighty-five), the recollection of how narrowly the Battle of the Atlantic was lost by the Axis must give earnest reflection about the present situation.

The same lesson applies to Russia's new cruisers. Like all new Russian construction they are well-built and well-armed. Their function is that of commerce-raiders and this must recall the trouble that the German *Scharnhorst*, *Gneisenau*, *Bismarck* and *Tirpitz* caused the Navy, not only when they took to sea, but in immobilising large numbers of ships to watch their possible movements. The havoc that even the threat of a commerce-raider can create was shown in the ill-fated story of convoy PQ 17, and observers point out that, since the greatest naval activity in a war with Russia would be in the North Atlantic, between Iceland and Norway, the prevalent bad weather would reduce the efficiency of the aircraft-carrier as a counter.

Here then, with its greatest strength concentrated in the Baltic and Northern Sea—an immediate threat to Britain—is a growing and powerful navy. Moreover, there is a powerful naval air force, to complement it.

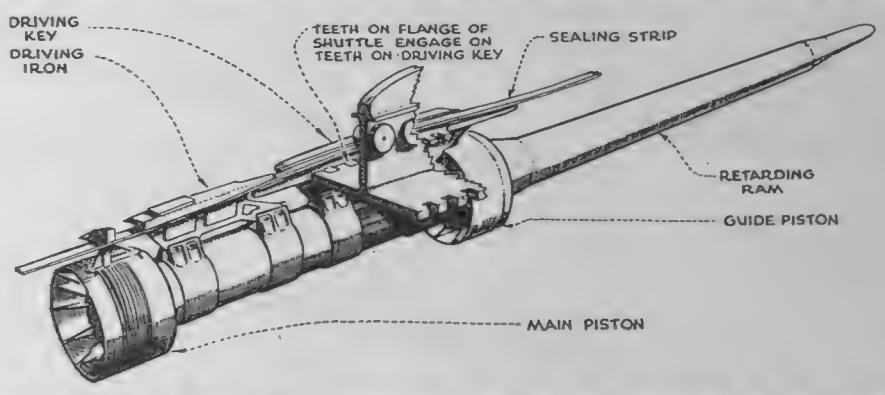
This constitutes a tremendous reversal of Russian policy. Hitherto in its history Russia has been content to regard its Navy as a very subsidiary arm of its forces. Now that they have spent vast sums on it shows that the lessons of mobility of naval striking power of the last war have not been lost upon them.

These are what have been described as "sombre statistics," but there is one new factor in the situation which makes the picture brighter. Britain, for the first time in her history, is no longer dependent upon her own Navy alone. As a partner in the North Atlantic Treaty Organisation she has at her side a proportion of the strength of the United States Navy, the most powerful in the world, as well as the ships of other allies.

With our years of history behind us this is, perhaps, not a very proud position in which to find ourselves. Yet the fact of the North Atlantic Alliance makes the very difference between weakness and immense strength. Together with the United States Navy, and the other N.A.T.O. Navies, we can be a match for anything the Russians can put against us on the broad seas.

Some politicians have belittled our membership of N.A.T.O. as a so-called "political alliance," which may not be of long duration. This is to ignore the facts. The Supreme Allied Commander, Atlantic, has his own international headquarters at Norfolk, Virginia, on an equal status with that of General Gruenther at S.H.A.P.E. in Paris. Each year large numbers of Allied ships carry out exercises together, signals are co-ordinated and plans dovetailed. There has been for many years a frank interchange of information between the American Navy and our own—the angled flight-deck ("canted" to the Americans) and the steam catapult for launching aircraft are two British contributions which are now being put into service by the United States Navy.

The United States has spent vast sums, far more than Britain could ever afford, upon the strength and future of her Navy. The results of this can be seen in the recent launching of the first of the giant 60,000-ton "Forrestal" aircraft-carriers. Already the prophecy is that these ships may eventually be driven by nuclear propulsion. Since the submarine *Nautilus*, "the first vehicle to move under nuclear power," carried out its first successful sea trials recently, the prophecy seems reasonable. Vast research has gone into guided missiles, and two cruisers, the *Boston* and *Canberra*, will be joining the U.S. Fleet this year, equipped with them.



THE MAIN PISTON ASSEMBLY : This cross-section sets out the components of the piston assembly which is the operative part of the steam catapult. Above the piston is the shuttle working on wire ropes. At the end of the piston is the retarding ram which, in conjunction with the retarding cylinder, halts its run at the end of the flight-deck.

To this the relevant question is, "What is the strength of the forces allocated to Supreme Allied Commander, Atlantic, to-day?" The answer is that, until the many Allied exercises which take place each year, the Commander has no U.S. ships under his operational command. The reason is simple. He has in normal times no need for them, but if he required them in war he would, in his dual role as Commander-in-Chief of the United States Atlantic Fleet, almost certainly be allocated the whole of that force by the N.A.T.O. military committee. Those who have seen the U.S. Atlantic Fleet in exercises "Mainbrace" and "Mariner" know its impressive strength.

The historian, Sir Arthur Bryant, has written :

"The sea's relation to England is a kind of 'Escape me never.' At various times in our history we have tried to ignore her, but never without disaster."

Critics point out that our naval construction programme has lost its continuity. No new cruisers, aircraft-carriers or destroyers are now scheduled for building. By 1960, when thirty *Sverdlov* cruisers will be in service, they can only be matched by our own ageing cruiser force, the youngest of which is *Superb*, now nine years old, and three new "Tiger" class.

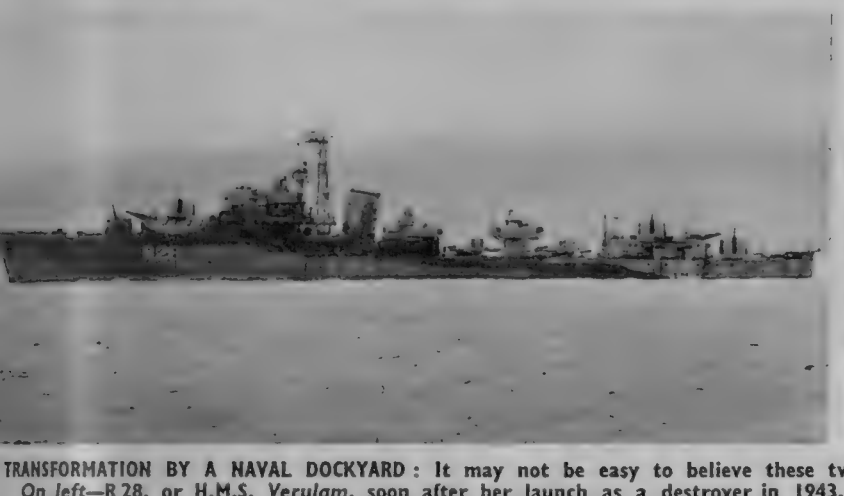
The official reply to this is that it is a familiar fallacy that cruisers are matched by cruisers. Surface ships are dealt with by task forces. The composition of these groups depends upon the circumstances at the time.

Critics point, also, to another vital deficiency—that of the supply of high-performance aircraft for use on the carriers. The standard jet fighters, the Supermarine *Attacker* and the Hawker *Sea Hawk*, do not possess swept-wings and, in performance, they are far behind that of a modern jet fighter. The anti-submarine Fairey *Gannet*, which is vitally important, has suffered delays in production. The *Supermarine* 508, a swept-wing, twin-jet, has been ordered in substantial numbers, but is unlikely to come into squadron service until 1957 (and the Navy is apt to be cynical about target dates so far as naval aircraft are concerned). Many aircraft and helicopters operating in the forthcoming Home Fleet Spring Cruise will be of American manufacture.

The fact is that, while the principles are immutable, the methods of exercising sea power have always been subject to change with the advance of science. Normally

N AIRCRAFT IS LAUNCHED IN THE OLD STYLE: This artist's impression is of a Sea Hawk about to take off from a carrier. The method employed is hydro-pneumatic, which is now to be replaced by the new steam catapult. The Sea Hawk is one of the Navy's standard jet fighters.

ON WATCH IN A PLASTIC LOOK-OUT: Many improvements in H.M. ships are being made for the comfort of officers and men. The look-out here is of plastic glaze in H.M.S. *Relentless*. She is one of the eight "U" class frigates which have been converted from destroyers. She has been given a completely new armament.



TRANSFORMATION BY A NAVAL DOCKYARD: It may not be easy to believe these two pictures are of the same ship unless one is aware of the skill of naval engineers. *On left*—R 28, or H.M.S. *Verulam*, soon after her launch as a destroyer in 1943. *On right*—F.29, or H.M.S. *Verulam*, the "V" class frigate, after her conversion by H.M. Dockyard, Portsmouth, in 1952. Besides converting destroyers, Britain is building a large number of frigates, which are the best vessels for combating submarines.

e naval tradition has been that of resistance to vances and change. There was the "Hands off our ooden walls" cry of the early part of the nineteenth ntury, comparable with the "Hands off the cargo ck" school of thought in Tudor times. Even Nelson sisted some changes in gunnery and there is a history strong conservatism running through naval history.

Why should this attitude be seemingly abandoned w? The reason is that science has travelled at a volutionary speed, far beyond the capability of naval ilders to keep up with it. A modern ship is highly pensive and highly complicated with its mass of ctronic equipment. It is likely to be out of date g before completion. The three new "Tiger" Class isers are expected to be the last of the purely gun isers to be built. The accent in the very near future ll be on ships equipped with ship-to-ship and ship-to- guided missiles, which undoubtedly means a great ange in ship design. There are other developments, clear power and gas turbines, which affect the conduct the fleet at sea.

In the face of this, and not least for financial reasons, gamble has had to be taken with the Navy. It is a nble on peace. In the reasonable hope that peace l be preserved over the next few years, it is hoped that ew modern fleet, based on our present technical lead, l be sailing under the White Ensign.

The role of the Navy has always been the same. Without the ability to use the sea in war Britain, as an island, could not survive, let alone prosecute a successful war. The war aim of the Royal Navy is to deny the seas to the enemy so that they can be used for our own purposes.

The Government has made it plain that there is no intention of allowing the Navy to dwindle to merely one arm of N.A.T.O. forces. Our commitments are world-wide and our policy is to retain a balanced fleet capable of sustaining them. The present strength of the Royal Navy is not run-down and obsolescent—far from it. It would be more than capable of looking after itself most effectively if war broke out to-morrow. The need for the future is for as large a Navy as can be afforded. With this, Britain, while playing a strong part in N.A.T.O., can yet preserve some independence.

It can be added that, British and American Navies' strategical plans being closely linked, something of the N.A.T.O. war plan is known. A future full-scale war would probably begin with the strategic air forces of each side attempting to destroy each other and the bases from which they fly. Obviously the location of all such N.A.T.O. bases is known to the Russians. What they could not always know would be the location of aircraft-carrier task forces capable of striking with atomic bombs and protected by their own defensive screen. Tactically these might be able to deliver the decisive blow. But most military experts, including those of our own Government, anticipate that in the next war nuclear weapons may be exhausted and give place to a second phase, known as the "broken-backed" stage. In this the need for a conventional fleet to secure passage of ships to keep Britain and the Continent fed and the armies and air forces supplied is obvious.

It is on the maintenance of forces to carry out both these roles that the best brains of the Admiralty are always engaged. There has perhaps now to be a pause, followed by a jump into the dark. That has been the same with civil and military aircraft and, in doing so, many unforseen snags have had to be "ironed out." In attempting to bridge the gap, no one in the Government or Admiralty has been unaware of the threat to our control of the seas and, it is certain, they are constantly taken into account in planning the national defence policy.

In the meantime the Navy must make do with its present resources. But, as the First Lord has pointed out, there must be the clear assertion of policy and targets, if faith is to be re-instilled into a Service to which for so long it has been a pride to belong. In taking over at this time as First Sea Lord we can be sure that this will be the first preoccupation of Admiral Mountbatten.

EW MINESWEEPER: H.M.S. *Coniston* was the first completed of a new class of coastal minesweeper. Eighty-one of these ships are scheduled. Their hull construction is largely of non-magnetic materials, to counter magnetic mines.

THE NAVY'S MIDGET: The X 51 is the first of a new line of midget submarines. She is 54 ft. long, is powered by Diesel motors and has a crew of five. Few details of her equipment are known, but she can carry "all types of offensive weapons."

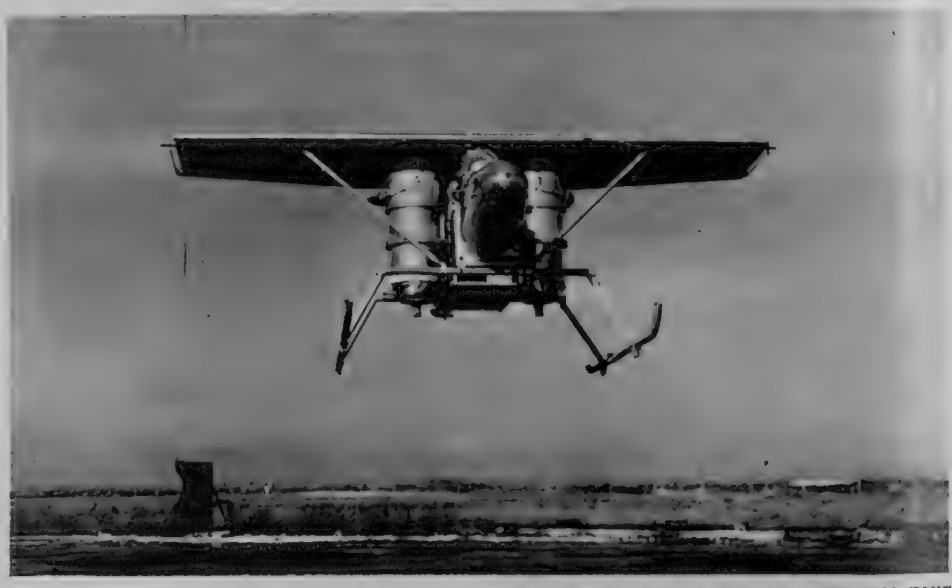
A "FLYING BEDSTEAD WITH WINGS" IN THE UNITED STATES—THE BELL AIRCRAFT CORPORATION'S VERTICAL TAKE-OFF AEROPLANE: This is the first picture to be released of a jet-powered vertical take-off aircraft in America. The plane can take off and land vertically, and for forward flight the engines are designed to be turned slowly to a rear facing position.

A "STRAIGHT-UP" AIRCRAFT IN THE U.S.A.

The First Pictures of the Bell Aircraft Corporation's Vertical Take-Off Plane

Although the strange aircraft seen on this page bears some mechanical similarity to the Rolls-Royce "Flying Bedstead," it shows a different approach to the problems of applying jet propulsion to vertical take-off. Like the "Flying Bedstead," the Bell Aircraft is controlled, while relying on vertical thrust, by jets of compressed air. One of these jets can be seen running along the starboard side of the fuselage to the tail. This can be swivelled to give lateral as well as longitudinal control. Other jets are placed in the wing-tips. There the similarity ends. Rolls-Royce have now made it clear that VTO engines developed from the "Flying Bedstead" will not be used for forward flight, whereas Bell's engines are built so that they can be gradually swivelled to face the rear. As the engines turn, the aircraft will move forward. When the jets are pointing downwards at 45 degrees half the thrust will be directed downwards, providing some lift, and the remainder will provide forward propulsion. The extra lift needed to keep the aircraft airborne will be obtained by the wings from the forward movement. The engines will then continue their turn until they point directly rearwards. For landing, a reverse procedure would be adopted.

The Bell aircraft has been built to obtain experience for a future fighter design. It is 26 ft. long and has a span of only 26 ft. It has all the take-off and landing advantages of the helicopter but is not limited, as rotary winged aircraft are, to a forward speed of about 200 m.p.h.



A HEAD-ON VIEW OF THE BELL VERTICAL TAKE-OFF AIRCRAFT: The engines, which are placed close against the fuselage, are Fairchild J44 turbo-jets, each with a thrust of 1,000 lb. This aircraft cost £180,000 to build and has made twenty flights. It has not yet been flown forward fast enough to obtain lift from the wings. Another Bell VTO project is the XV-3—a Convertiplane using large propellers as helicopter blades for take-off. Like the jet engines on this page, the propellers will then be swivelled for forward flight.

On left—

THE VTO AIRCRAFT PREPARES TO CHANGE TO FORWARD FLIGHT: In this picture the two engines are pointing slightly towards the rear although the main thrust is still directed downwards. In this position the plane would be moving forward very slowly. As the engines gradually completed their turn to the rear, so the aircraft would move faster until the wings were giving sufficient lift to keep the plane in the air without downward jet thrust.

THE BOAT WHICH WAS CONSTRUCTED 5,000 YEARS AGO: The "Sun Ship" of the Egyptian Pharaoh Cheops is photographed in its entirety. The vessel, buried in a special chamber below the three Pyramids at Giza, in Egypt, has recently been uncovered by a team of archæologists under Kamel Malakh, of the Egyptian Antiquities Department. Every inch of the structure is being carefully checked. According to ancient Egyptian belief, the purpose of the ship is to convey the Pharaoh on his voyage with the sun through eternity. Months of preparation were necessary before the burial chamber was opened last November.

UNCOVERING THE "SUN SHIP"

Work Progresses in the Vault where the Burial Vessel of the Pharaoh Cheops Lies Below the Pyramids at Giza

THE SITE OF THE EXCAVATIONS: The wooden shelter was built above the vault in which the "Sun Ship" is buried. Since it is one of the most important archæological discoveries ever made, Dr. Malakh's team took every precaution to preserve it intact. The vault lies below the Second Pyramid, of Kafra, the base of which can just be seen on the left. The Second Pyramid stands between the Great Pyramid of Cheops and the Third Pyramid. In the background is a small pyramid which may commemorate one of Cheops' wives.

On left—

THE "SUN SHIP" IN ITS RESTING-PLACE: It has lain here since 3,000 B.C. The burial vault is a long, narrow compartment, slightly longer than the length of the ship, which is 120 ft. Probing of the wall at the far end suggests that there may be another chamber beyond, containing another ship.

On right—

THE ENTRANCE TO THE CHAMBER: A stone block weighing 2 tons had to be moved by native labourers in order to gain entry to the resting-place of the "Sun Ship." The block is seen in the background. The brick wall on the right is to prevent debris falling upon the vessel.

THE CRAFTSMANSHIP OF THE ANCIENT EGYPTIANS: These two pictures show the skill of the workmen who built the ship for the burial of their Pharaoh 5,000 years ago. *On left*—Ringed in the centre is a copper fitting which held three planks together in the side of the boat. Above the timber is some of the rotted linen with which the vessel was covered. *On right*—The three planks set against the ship's side demonstrate the tongue-and-slot system of joining which was employed in ancient Egypt.

FOREIGN

NEWS FROM OCEANS, AUSTRALIA, EUROPE,

On left—

THE FIRST TANKER ARRIVES AT A NEW AUSTRALIAN REFINERY : The 15,848-ton oil tanker ***British Crusader*** is nudged into place by two tugs at the jetty at the Kwinana Refinery, near Fremantle. The ***British Crusader*** had delivered the first cargo of crude oil to the British Petroleum Company's new refinery, and her arrival also marked the opening to shipping of Cockburn Sound, on which the refinery stands. The opening up of the sound was made possible by the dredging of an appreciable channel, 4½ miles long and 500 ft. wide, through two sandbanks which previously blocked the entrance. As part of the opening ceremony, the tanker cut a tape stretched between two beacons at the entrance to the dredged channels. When the British Petroleum Company decided on Kwinana as the site of its new refinery, the Government of Western Australia undertook to have the sandbanks dredged to enable the tankers to load and unload at the jetties. The Kwinana Refinery is expected to produce 3,000,000 tons of oil a year. It came into operation at the beginning of the month, and is now the largest refinery in Australasia.

NO WATER UNDER THE BRIDGE OF SIGHS : The famous Venice bridge over the canal spans only mud and shingle. For the first time within living memory this particular canal is completely dry. It has been drained to allow its bed to be cleaned, for the mud which accumulates hampers the progress of the gondolas after a time. At the same time the foundations of houses are inspected.

A STRUGGLE FOR THE RIVER ILLINOIS : This view from a helicopte from Peoria, Illinois, shows the big river shortly after a towboa had cut her way through the ice. The ice is again closing in on th waters, and the river looks like a stream struggling to assert itsel

FIRE AT SEA : An oil-well in the Gulf of Mexico throws up flam 50 ft. in the air after it had caught fire. The well, whose r was completely destroyed, lay off Venice, Louisiana. To try to figh the flames veteran firemen from Louisiana were recalled to dut

WATERS

AKES AND RIVERS IN SIA AND AMERICA

right—
NTER STORAGE : Huge floes of ice glide lowly past Liberty ships of the United tates Government on the Hudson iver south of Jones Point, New York. n the ships is stored a portion of the urplus spring wheat crop of 1953. ach ship holds, on behalf of the nited States Department of Agricul-ure and the Commodity Credit Cor-oration, about 225,000 bushels. Wheat one of six basic crops which are sub-idised by the American Government rough the C.C.C. Under the Agricul-ural Adjustment Act outright purchases of rops, as well as a system of loans, are rranged for farmers to ensure adequate ncomes and a sense of security for them. he of the results of this policy has been he vast piling-up in storerooms throughout he United States of crops which have not et been disposed of by the C.C.C. In rder to help overcome these storage roblems, the Department of Agriculture is sing Liberty ships as storehouses for wheat, nd it is a part of this large, silent fleet hich is seen in this picture, standing ide as the ice accumulated in a hard inter flows past down the Hudson River.

A BURNISH'D THRONE, BURN'D ON THE WATER : The magnificent *Karaweikhpaung* took President Tito of Yugoslavia around the Inley Lakes, in the Shan State of Burma. He was accompanied on the trip by the Burmese President, Dr. Ba U, and the Prime Minister, U Nu. President Tito had come to Burma on a State visit following a similar trip to India. The *Karaweikhpaung* is designed like the Royal barge used in ancient Burma. Inley is one of the deepest freshwater lakes in South-East Asia.

STATE AID FOR A REGENCY MANSION

Ashdown, in Sussex, Receives a Government Grant for Urgent Structural Repairs

Below—

A GRACEFUL EXAMPLE OF A REGENCY INTERIOR : Columns form a lobby on the first-floor landing of Ashdown House. Above them is a plaster dome with coloured coffers. Below the landing the porch projects into the entrance hall. Benjamin Latrobe, the architect, emigrated to America in 1796 five years after he had completed this building. The Government grant is towards the cost of repairs and the eradication of dry-rot. Ashdown is now a preparatory school for boys.

AN HISTORIC SUSSEX MANSION WHICH HAS A LINK WITH THE UNITED STATES : Ashdown House, near Forest Row, was built in the late eighteenth century by Benjamin Latrobe, the architect responsible for part of the Capitol, in Washington.

Among the latest recipients of Government grants for urgent repairs is Ashdown House, in Sussex. It is one of the two works in this country of Benjamin Latrobe, whose name is better known in the United States. He finished Ashdown in 1791, five years before he emigrated. It is a fine example of early Regency. It consists of a square main block which the architect added to a partly-seventeenth-century gabled building. One of its best features is the porch of stone columns with Ionic capitals. Inside the entrance an elegant staircase leads to a lobby, with columns, on the first floor. Ashdown is now a preparatory school for boys.

Financial help is being given towards eradicating dry-rot and other repairs. Ashdown benefits by the scheme administered by the Minister of Works under the terms of the Historic Buildings and Ancient Monuments Act of 1953. Each year he is allowed £250,000 to allocate to historic buildings in Britain for repairs or maintenance. In making the grants he is advised by three committees, for England, Wales and Scotland respectively, whose members are public figures or architectural experts. So far the grand total of buildings thus assisted is 114 at a cost of £285,000.

On left—

THE COLUMNED PORCH : The front entrance is semi-circular, with stone columns with Ionic capitals and enriched bases of terra-cotta. Under its roof is a domed ceiling, with finely-decorated reliefs.

THE EXTERIOR AND INTERIOR OF ASHDOWN HOUSE : *On left*—Latrobe's masterpiece is in the centre. He added it to a seventeenth-century gabled stone building, which is behind. The chapel is on the left of the picture. *On right*—The entrance hall and staircase are among the best interior features. Latrobe became Surveyor of Public Buildings to the American Government in 1803. Besides the south wing of the Capitol, he designed the Cathedral in Baltimore.

THE ARCHITECT OF ENGLAND'S VICTORY FINDS HIS FORM : Hutton, the England captain, pulls a ball from W. Johnston to leg during his fine innings of 80. Benaud is seen ducking ; the other Australian fieldsmen are, from left, Davidson, Maddocks and Archer. Hutton regained his best form in the first innings at Adelaide. His leadership of the M.C.C. team has in great measure been responsible for the winning of the Test series and the keeping of the Ashes.

ENGLAND KEEP THE ASHES

By Defeating Australia by Five Wickets at Adelaide, England Won the Present Test Series and Retained the Ashes

Few who saw, heard or read about England's ignominious defeat by an innings and 154 runs at Brisbane at the end of November could have thought that within nine weeks Australia would have lost the next three Test matches, and that the Ashes would remain in England's possession. Yet such is the transformation that has come about in the two sides that England's victory at Adelaide, spectacular as it was, took few people by surprise. Australia made a sound enough start on a good wicket, and the new opener, McDonald, and Miller put them in a satisfactory position until Appleyard, Tyson and Statham began to get among the wickets. Then wicket-keeper Maddocks and his captain, Johnson, aided by bad fielding, put on 92 runs to raise Australia's score to over 300. England also began more soundly than before, but soon there was the threat of an all too familiar collapse, and it was only the steadiness of Cowdrey, the fine batting of Hutton, back in his best form, and the good support of Compton, that gave England the opportunity of securing a small lead. Johnson teased the English batsmen with his spin, and the lesson was not lost on Hutton, who quickly brought on Appleyard in Australia's second innings. He secured the first three wickets at a cost of 13 runs, and it was expected that Australia would have to fight hard against him on the last day. But Hutton began the morning with his trusted heroes Tyson and Statham, and immediate success rewarded him. The last seven wickets fell for 44 runs, and England were set 94 to win. Then that great all-rounder Miller made one final effort, took the first three wickets in three overs, and had a hand in the fourth. But England were not to be denied victory, and Compton was present at the end when Evans hit the winning run.

A BROKEN NOSE FOR COWDREY : Edrich runs up to help Cowdrey, who had been struck in the face by a ball from Morris.

SUCCESS FOR APPLEYARD : The Yorkshire spin bowler took the first three Australian second innings wickets.

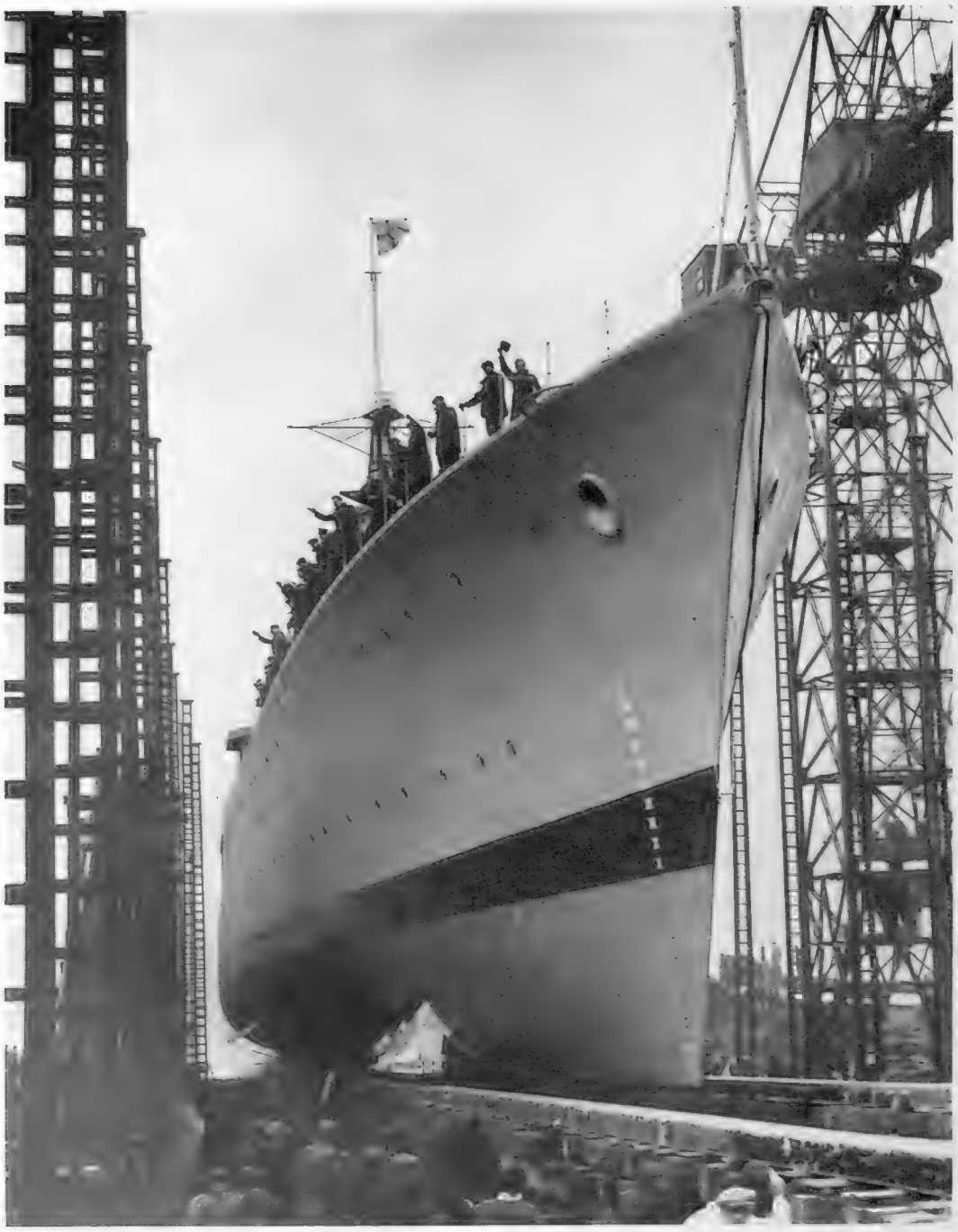
COWDREY AGAIN : The young Kent amateur square cuts Benaud past McDonald during his innings of 79. Again going in at a time of crisis, Cowdrey batted with great patience, taking part in stands of 99 with Hutton and 70 with Compton.

THE SPECTACULAR EVANS : The England wicket-keeper, who has been at his best in the Test series, diving to a shot from Benaud. Also seen are Miller, who gave another fine all-round performance, and Statham, whose steady fast bowling broke the back of the Australian innings on the last day of the match.

AUSTRALIA'S TOP SCORER IS RUN OUT : Evans whips off the bails while Maddocks, the Australian wicket-keeper, is well out of his ground and his partner Johnston scampers up the pitch. Maddocks, taking some risks, became Australia's top scorer, making 69 in the first innings, and taking part in a ninth-wicket stand of 92 with Johnson.

FROM TOWN AND COUNTRY

A Survey in Pictures of Recent Events in many Parts of Englan



A WARSHIP IS LAUNCHED FOR VENEZUELA : The destroyer *Aragua* goes down the slipway in the yards of Vickers-Armstrong at Barrow-in-Furness, Lancashire. The launching ceremony was performed by Senora Julieta C. De Rodriguez, the wife of the Chief of the Venezuelan Naval Commission at Barrow. The *Aragua* is one of three destroyers built by Vickers-Armstrong for Venezuela. She has a displacement of 2,600 tons and is armed with six 4.5-in. (twin) guns and eight 40-mm. (twin) guns. Her complement will be 18 officers and 236 men. The present strength of the Venezuelan Navy is 200 officers and 2,000 men.

A LABOUR-SAVING MECHANICAL CLEANING MACHINE IS DEMONSTRATED IN LONDON : It is a one-man vacuum cleaner designed for use in factories, warehouses and similar large premises. In this picture the operator is removing the refuse container, at the end of a round of work. The operator is also the driver. Fitted batteries supply the power for this apparatus, so that it can be driven and controlled by one man.

BULL'S TROOP, ROYAL HORSE ARTILLERY, IS 150 YEARS OLD : Major W. L. P. Fisher, Battery Commander of "I" Battery R.H.A., is seen laying a wreath at the Royal Artillery Memorial at Hyde Park Corner. This was one of the events held to mark the forming of the battery, which is known as Bull's Troop, on February 1, 1805. The Battery is at present serving with the 2nd Regiment R.H.A., and is stationed at Hildesheim, in Germany.

A NEW TOWN PREPARES FOR A ROYAL VISIT : The term "New Town" is now part of the English language. It means a residential area being built up by Government planning on the outskirts of London, or another large city, to house the overflow from the dormitory suburbs and possibly employ its labour. Bracknell used to be a small, quiet country town in Berkshire not far from Reading. Now it is becoming one of the New Towns, and in April it is to be honoured by a visit from the Duke of Edinburgh. *Above* is a view of the main shopping centre, Priestwood Square. *On the right* is a factory recently completed on an industrial estate, which should absorb some of the labour power coming to Bracknell. The Duke will visit factories, schools and homes on the new housing estates. The population, now 2,000, should soon rise to 10,000.

A SHORT WAY TO DEAL WITH FOXES : Some of the guns take sight in the fox shoot in woods near Goudhurst, in Kent. Over 100 guns took part. No children or dogs were allowed to participate.

A HUNDRED-GUN FOX SHOOT IN KENT : Farms in the Goudhurst area, on the Kent-Sussex border, found their stock being increasingly attacked by foxes. The reason may have been that myxomatosis had killed large numbers of rabbits and so deprived the foxes of their normal food. *Above*—Mr. A. Coleman, the Chairman of the local branch of the National Farmers' Union and organiser of a mass shoot of the foxes, gives directions before moving off. *On left*—Some of the guns are seen with a part of the bag.

MORE TREES ARE FELLED IN LONDON PARKS : Logs and branches have been cut after felling in St. James's Park. The felling is being carried out under a Ministry of Works contract, and, in addition to the trees in St. James's Park, trees in Green Park, Hyde Park and Kensington Gardens are scheduled to be removed. In all about eighty trees, considered to be dangerous, are to be cut in the four parks. Last year the felling of a number of trees in Kensington Gardens led to many protests. A Forestry Commission has since been formed and it is on the recommendations of this body that the trees are being felled.

FALL AND A SPLASH AT PLUMPTON : An exciting moment during the Rottingdean Novices' Steeplechase at Plumpton last week. On the left is Pamela Star, which came to grief at the water-jump. The jockey, D. Fisher, is seen just before taking a header on to the ground. Behind, Canon Flame makes a great splash in the water-jump. He recovered, only to refuse a later jump. On the extreme right is G. Dawes on Charming Way, which came in third. The winner of the steeplechase was Discovery, ridden by R. Emery.

A STATESMAN'S GRANDSON IS MARRIED : *On left*—Mr. Gilbert McNeill Moss and his bride, Miss Fiona Smith, leave St. Paul's Church, Knightsbridge, in London, after their marriage. Mr. Moss's grandfather was the late Lord Cushenden, who signed the Kellogg Peace Pact in 1928 as deputy for Sir Austen Chamberlain. Previous to his distinguished career in politics, he had been a barrister and journalist, at one time editing the old *St. James's Gazette*. *On right*—The bride's child attendants. The bridesmaids wore three-tiered skirts and the pages were in blouses and kilts. The bride was given away by her cousin, Lord Plunket.

AN ANCIENT COLOSSUS IS MOVED

The 3,000-year-old Statue of Ramses II, Weighing 70 tons, is Prepared for Removal from Memphis to Cairo, Fifteen Miles Away

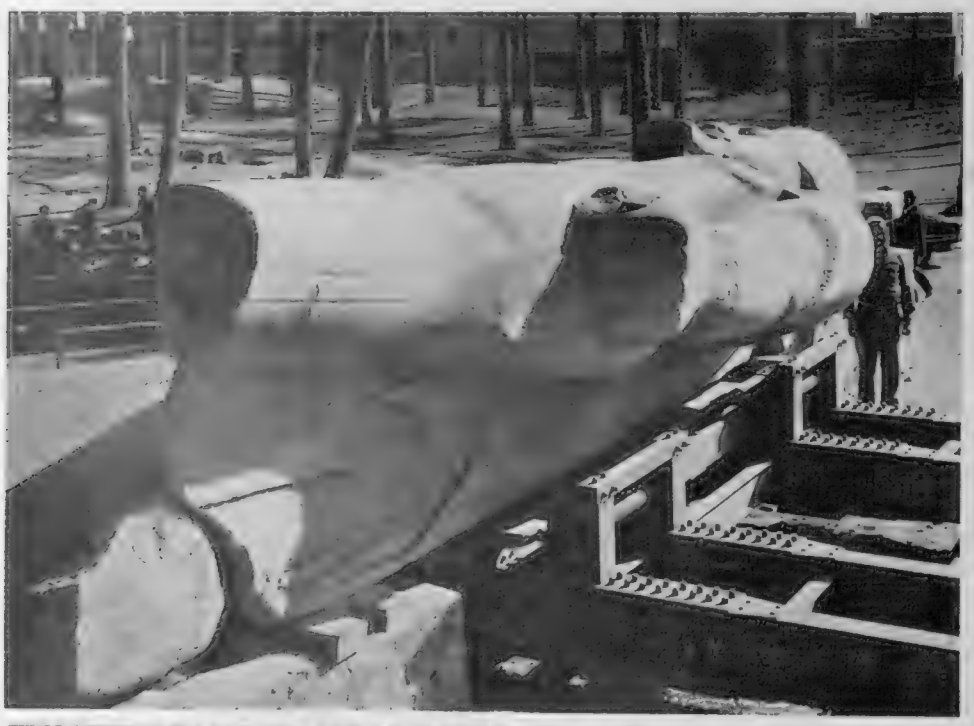
The colossus of Ramses II has been moved from its place at the entrance of what was the temple at Memphis to the centre of the square outside Cairo's main station. Such a move demanded engineering and planning skill of a high order, for the colossus is nearly 40 ft. in length, and weighs over 70 tons. It is one of the most treasured possessions of the ancient city of Memphis, which stands on the edge of the great necropolis of Sakkara.

As a preliminary step to the great removal, a team of engineers and expert labourers built a reinforced concrete base under the statue. Two sets of iron rails, fastened together by steel wires, were fixed on top of and below the colossus. Then, with the aid of special cranes, the great monument was lifted on to a special lorry. On the fifteen-mile route to Cairo some bridges over which the statue had to pass were specially strengthened to support the unusual weight.

In Cairo experts from the Egyptian Museum and the Administration of Antiquities began work on the restoration of parts of the colossus. The crown and the left arm are in greatest need of restoration, which is expected to cost more than £100,000. The feet have completely disappeared. But on the whole, the colossus of Ramses II is very well preserved, and is one of the few remains of the ancient city of Memphis. It consists of very fine-grained Oriental alabaster of a variety only found in Egypt. Before it lost its legs, the statue measured 42 ft. in height. This is confirmed by the Greek historian Herodotus, who describes the colossus as he saw it in the fifth century B.C.

Ramses II ruled from about 1292 B.C. to 1225 B.C., and is, perhaps, the most celebrated of all Egyptian kings. It was during his reign that a large number of Egypt's cities were built, comprising a large proportion of the ancient buildings still surviving. His name is to be found on most groups of ruins in Egypt. At Memphis, at Luxor and at Thebes his greatest temples stood, and it is at the last-named that the biggest of the colossi still stands. This statue was celebrated by Shelley, but though the name of Ramses II appears in well-preserved hieroglyphics, the face is completely destroyed. Nevertheless, one can gain a good impression of its immensity when it was complete. It must have been over 57 ft. high and weighed about 1,000 tons. The length of the ear is 3½ ft. (compared with 1½ ft. on the Memphis colossus). There seems to be little likelihood that it, too, will grace one of the Egyptian capital's public squares.

THE ANCIENT STATUE FRAMED BY IRON RAILS: The colossus of Ramses II at Memphis being prepared for its removal to Cairo, fifteen miles away. There it will stand outside the main railway station. *On right*—Workmen letting down steel wires from the top to the bottom rails, specially installed for the move to Cairo.



THE GIANT IN ALABASTER: The colossus being prepared for transportation. In the background is part of the famous palm grove at Sakkara. The colossus is made of a remarkably hard and fine-grained type of Oriental alabaster. Before it lost its legs it was about 42 ft. in height.

On left and right—

LIKE GULLIVER IN LILLIPUT: The workmen winding nails to fasten the rails together are dwarfed by the head of Ramses II, and the steel wires holding the statue seem too puny for it. The ear of the colossus is alone more than 1½ ft. long. The colossus is mentioned by the Greek historian Herodotus, and the measurements which he gave some 2,400 years ago correspond to those of to-day.

DOGS ON PARADE

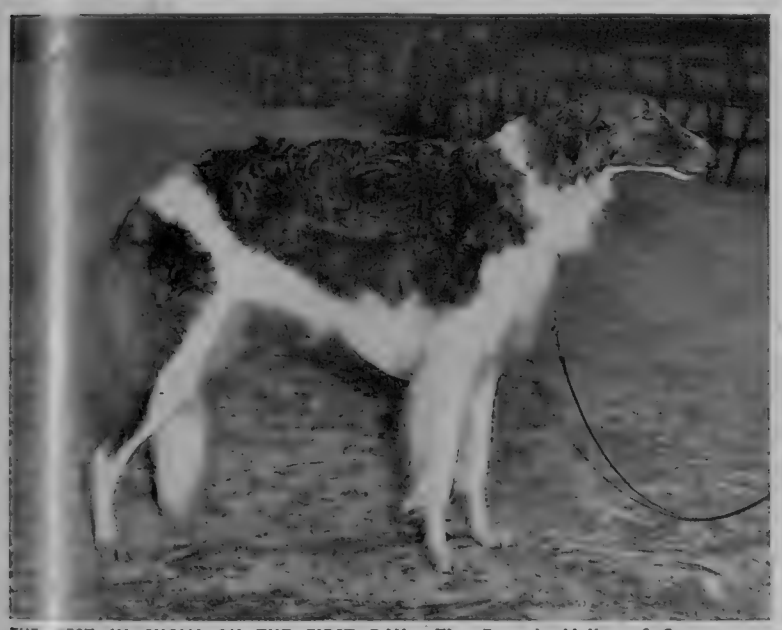
Pictures of the 1955 Cruft's Dog Show at Olympia, which was Well Attended by Both Exhibits and Visitors

The fifty-ninth Cruft's Dog Show at Olympia last week brought in a record number of exhibits, and the number of foreign visitors and buyers present confirmed that the show deserved the title "Mecca of the World's Dog Breeders." Since the end of the war the export of British-bred dogs has been making a steady increase. In 1947, when there was no show, the number of dogs sent abroad was 577, but in the following year, when the first post-war show was held, this number increased to 1,280. Last year the total was 3,218. The awards given at the show have a marked effect on the world market, and a win will increase the price and popularity of a dog considerably.

A popular feature during recent years has been the Obedience Display. This year the event was promoted to the status of "championship" and the winners received the Kennel Club title of "Obedience Champion." To enter for this championship, dogs must win one of the obedience competitions held in various parts of the country during the previous year.

The first Dog Show, organised by Charles Cruft, was held in London in 1886, and only 600 dogs were exhibited, but Cruft's flair for showmanship soon established the event as a firm favourite, and by 1891 the show had been patronised by Queen Victoria. Cruft died in 1938 and his widow ran one show in the following year, but during the war passed the organisation to the Kennel Club, who have been responsible for all shows held since 1948.

A GENERAL VIEW OF THE ANNUAL CRUFT'S DOG SHOW, WHICH WAS HELD AT OLYMPIA LAST WEEK: This year a record number of over 6,000 dogs were entered, a marked increase on the total entered for the 1954 show, which was cancelled. The show was well attended by visitors.



THE BEST IN SHOW ON THE FIRST DAY: The Borzoi, Melba of Quernmore, owned by Miss J. Milston, of Lancaster. At one time the graceful Borzoi was kept in large packs by the Russian nobility for hunting wolves.

THE CHAMPION BULLDOG: Champion Noways Chuckles, owned by Mrs. J. Barnard, of Berkhampstead, was the Supreme Champion of the Show in 1952 as well as Best in Breed for 1955. This breed is becoming very popular in America.

THE SUPREME CHAMPION FOR 1955: This magnificent poodle, Champion Tzigane Agri of Nashend, owned and bred by Mrs. A. Proctor, of Walton-on-Thames, was adjudged the best out of the 6,127 dogs exhibited.

On left—

A 1955 FASHION NOTE FROM CRUFT'S: This Afghan hound, Kahlstin Sandra, belonging to Mrs. Scott, of Ilkley, is well wrapped up against the vagaries of the English climate. An aristocrat of the dog world, the Afghan has increased in popularity recently, and at this year's show there were seventy-five represented.

On left—

BEST IN BREED OF THE TIBETAN TERRIERS: Peering through a mass of hair is Sukhamaya Queen, which is owned by Mrs. G. M. Singerman, of Wonersh, in Surrey. These dogs make excellent companions and have many engaging ways.

The Sphere of Travel

HOLIDAY-MAKING IN NORTHERN EUROPE

The First of Two Articles Dealing with Visits to the Continent; Some Interesting Suggestions for Individual Holidays in Europe's Northern Countries

By GORDON COOPER

IN the course of my own travels in Europe I sometimes come on certain places which make a strong personal appeal. When I think back on them, I realise that they are very varied in character, yet they are all spots to which I would willingly return. They represent, in fact, a kind of distillation of my journeys. Some of them are rather off the beaten track, although, nowadays, even those places which once were considered remote are reasonably accessible. It is, then, for those readers who have exploratory instincts and who wish for a brief spell to escape from the company of their fellow-countrymen and coach-loads of excursionists, that I now give some suggestions for individual holidays abroad. In most cases, however, I am not going into details of how to reach the various destinations, for a good travel agent should be able to advise you on this matter. Then, there are the various official tourist information offices in London who can supply you with more detailed information.

Finland.—This year I am hoping to return to Finland, but in more rapid manner than in the past. For there are now three weekly direct services between London and Helsinki, operated by Finnish Airlines, which span the distance in less than ten hours. The tourist return fare is £67. Helsinki, the capital, is a delightful city in which to stay for two or three days, and it is an excellent centre for various excursions into the surrounding countryside. There are also longer trips to be made: to Rovaniemi, for instance, which lies on the Arctic Circle, and where you can, in midsummer, see the Midnight Sun. Here also on Midsummer Day are held the exciting lumberjacks' championships, which take place on the Ounaskoski rapid which flows through the town. The Finland Travel Bureau, Ltd., organise a variety of tours, while information about travel in the country can be obtained from the Finnish Tourist Association in Helsinki.

Norway.—This Scandinavian land is, alas, being increasingly developed by means of "package" tours, which certainly offer inexpensive holidays but follow invariably a well-beaten track. For myself, I like very much the seldom-visited south coast, where there is a number of tempting places in which to stay. The little towns, which once saw better days when sailing-ships were in their prime, possess an atmosphere that is intriguing. Whilst my own favourite is Lillesand, a real gem with its fine wooden houses painted a dazzling white, Fevik will appeal to those who like to stay in a first-class tourist hotel. Then there is also Mandal, with an excellent bathing beach. All these places are within easy reach of Kristiansand, a port of call for the Fred Olsen ships, which ply regularly between Newcastle and Oslo. This, by the way, is a comfortable line on which to travel.

Sweden.—Visby, on the island of Gotland, in the Baltic, is a most delightful and interesting spot for a holiday. Known as the "city of ruins and roses," it was, during the twelfth and thirteenth centuries, the most powerful, largest and richest city of the Hanseatic League. To-day it slumbers, its great ruined churches covered with roses. Surrounded by a 2½-mile wall (thirteenth century), it forms a remarkable historic relic of the great trading cities which existed in the Middle Ages. Just outside the town is one of the most famous hotels in Scandinavia—the Snackgardsbaden, backed by pinewoods and with a sandy beach in front. The S.A.S., in their Inclusive Holiday Plan, will fly you from London to Visby, via Stockholm, provide seven nights' accommodation in this hotel, and two nights in the capital, for £72—quite a travel bargain. Incidentally, during July and August a mystery play with a hauntingly beautiful musical setting is presented in the romantic ruin of St. Nicholas Church. It deals with the moving story of Petrus de Dacia, a celebrated Gotland prior who was smitten by a too-earthly love for a miracle-working woman called Christina.

Denmark.—This year sees the celebration of the 150th anniversary of the birth of Hans Christian Andersen. It was in a small house (now a museum) in Odense, on the garden island of Fünen, that this famous weaver of fairy-tales first saw the light of day. Odense (Grand Hotel recommended) is also a pleasant city itself—its St. Knud's Church is the most impressive Gothic building in Denmark—and it is an excellent centre from which to make a variety of rewarding excursions: to Egeskov, for instance, with its sixteenth-century manor house; to Faaborg, a delightful little town, beautifully situated overlooking the sea; and Aeröskŏbing, an enchanting toy-town, whose houses and little gardens look as if they had been planned by Hans Andersen. There are other places, too, that provide a leisurely delight, while the well-wooded countryside has a dreamy picturesqueness, with its characteristic villages and their old timber-framed houses, castles and manor houses, and many farms dating back to the seventeenth and eighteenth centuries. I would mention, also, that in Odense there are two wonderful eating-places, the Den Gamle Kro and Hos Bang. I know I enjoyed my meals there as much as any I had in Denmark.

SUMMER-TIME IN NORWAY: The view from a steamer as it approaches the tiny village of Ulvestad, on the Sogne Fjord. Another ship will be joining the cruising ships in Norwegian fjords this year. She is the new Bergen Line M.S. *Meteor* (3,000 tons), which is specially designed for cruising to the North Cape and in the Norwegian fjords and Scandinavian waters. With a passenger list of 157, all in first-class, the *Meteor* sails on her first trip to northern capitals from Harwich on June 4; thereafter she will be based on Bergen.

Iceland.—For a different kind of holiday, especially for nature-lovers, Iceland offers considerable appeal. It is a land of contrasts, with roaring rivers (excellent fishing) and waterfalls; snow-clad ice-caps and boiling geysers. But its outstanding feature is its volcanic manifestations: volcanoes of all shapes and sizes, high-pointed ones, flat, broad cupolas, volcanic rifts—some of them twenty miles in length—crater lakes, innumerable hot springs (Reykjavik gets its city heating from them), solfatra and geysers; huge deserts of lava of the most varied forms: block lava, stratified lava and lava streams. An eight-day round trip to Iceland by the M.S. *Gullfoss*, using the ship as hotel at Reykjavik, costs 38 to 45 gns. (including shore excursions). There is also a regular air service linking the island with Glasgow and London. Further information from the Iceland Tourist Information Bureau in London.

USEFUL ADDRESSES.

Belgian Tourist Office, 167, *Regent Street, London, W.1.*
Danish Tourist Bureau, 71, *Piccadilly, W.1.*
Finnish Tourist Association, Mikonk, 15, *Helsinki.*
German Tourist Information Bureau, 6, *Vigo Street, London, W.1.*
Iceland Tourist Information Bureau, 6, *Princes Arcade, Piccadilly, S.W.1.*
Les Voyages Belges, 159, *Abbey House, Victoria Street, S.W.1.*
Luxembourg Tourist Office, 159, *Abbey House, Victoria Street, S.W.1.*
Norway State Railways Travel Bureau, 21, *Cockspur Street, S.W.1.*
Swedish Travel Bureau, 22, *Coventry Street, W.1.*

Holland.—Among the smaller countries of Europe none appeals to me more than the Netherlands. In a nutshell, I would say it is a land with a secret—a secret you must discover for yourself. Make Amsterdam (possibly The Hague) a base, and you will find within easy reach Aalsmeer, Haarlem, Leyden, Delft, Rotterdam, Dordrecht, Alkmaar, Hoorn, Enkhuizen, Utrecht, Naarden, Volendam, Marken, Arnhem, Oosterbeek, and the magnificent Kroller Museum at Otterloo—to name the more important places of interest. Season tickets on the excellent Dutch railways will enable you to see a lot in a very short time. Amsterdam itself is one of Europe's most attractive capitals, with many first-class hotels. The Victoria, just opposite the main station, is the one I would recommend for the enthusiastic sightseer. I have also found the local information offices (V.V.V.) in Holland to be the most helpful in Europe.

Belgium.—Since the war Belgium has become rather a forgotten tourist country, although it is now beginning to regain lost ground. Yet its forty-mile coastline is as lively as ever, and its famous art cities remain living museums of the Middle Ages. Then there are the Belgian Ardennes, a part of the country through which many motorists on their way to further destinations rush, despite the fact that they offer considerable attraction to the holiday-maker who is satisfied to explore this picturesque region, with a landscape dotted here and there with castles ... of those on the Rhine and the Austrian Tyrol. Spa, Dinant and La... are three good centres, although they get rather crowded in midsummer. For myself, I prefer the smaller places, such as St. Hubert, Chiny, B... and Arlon, which can be reached without difficulty, but where you feel quite remote. A few days ... one or other of these places, then ... of days in Brussels ... the way ... seems to me ... perfectly balanced holiday.

Luxembourg.—W... I have said about the Belgian Ardennes applies equally well to the Grand Duchy of Luxembourg, a small country, with striking highlights, but a paradise for those who like to linger amidst peaceful and lovely scenery. Indeed, when I am asked what there is to see in Luxembourg, I reply: "Cows and castles, grass and flowers, forests and winding streams, and a most kindly people." It is, above all, an ideal countryside for the walker. Vianden and Clervaux are two recommended centres. There is a direct air service (Sabena) between London and Luxembourg City.

It is worth mentioning that a Belgian firm, Les Voyages Belges, offer an eight-day coach tour which covers, in leisurely fashion, the Grand Duchy of Luxembourg, the Belgian Ardennes, and, rather hurriedly, Brussels, Ghent and Bruges.

Germany.—Running between Würzburg, in North-Western Bavaria, and Füssen, in the Bavarian Alps, is a highway which has been given the apt title of "The Romantic Road." For if you travel along its 200-mile length you come on some of the loveliest medieval towns in Europe. The ideal holiday would be to dawdle on the way along, stopping for a day or two in such places as Würzburg, Rothenburg, Dinkelsbühl, Augsburg and Füssen. Despite tragic war damage, that magnificent baroque building, the Residenz, survived in Würzburg and its frescoes by Tiepolo escaped harm. You will also find on the Marienberg the Mainfränkisches Museum, one of the most attractive museums in Europe. Rothenburg and Dinkelsbühl are unrivalled in their beauty and appeal. Further along the road is the 2,000-year-old city of Augsburg, a medieval metropolis, which has much of interest to show, not least being its fountains.

Close to Füssen are the two royal castles of Hohenschwangau and Neuschwanstein, the latter being perhaps the most spectacular of all the palaces built by that strange ruler, King Ludwig II of Bavaria. Then, for a few days' rest amidst superb mountain scenery, I can recommend Oberammergau and Oberstdorf, both being within easy reach of Füssen

THE TIP OF CORNWALL

An Introduction to the Western Part of the County between St. Ives and Penzance, Full of Quaint Harbours, Rocky Coasts and Fine Moorlands

Written and Illustrated by J. Allan Cash

'S END AND ST. IVES—TWO TARGETS FOR VISITORS TO WESTERN CORNWALL: *On left*—The fine cliffs of Land's End seen in the late afternoon sunshine, when the crowds have gone and the sun is hanging low over the sea. *On right*—The harbour at St. Ives, at once a fishing port, a haven for artists and a popular holiday resort.

LOVELY CASTLE ON AN ISLAND CRAG: St. Michael's Mount seen from the shore of Land's End. The castle stands in Mount's Bay, which is near Penzance.

Below—THE FISHING PORT OF NEWLYN: This is an important fishing town which is very close to Penzance, and its large harbour is often full of fishing-boats.

If you would see Cornwall in miniature, something of virtually everything to be found in the county, then go to the tip, that part lying to the west of the isthmus between St. Ives Bay and Mount's Bay, or between St. Ives and Penzance. Mount's Bay, with the incomparable St. Michael's Mount—that lovely castle on an island crag—forms an excellent centre from which to explore the peninsula, for no point is more than a few miles away.

Newlyn, almost a suburb of Penzance, is a pretty place, with a large harbour often full of fishing-boats and private craft. Then, along the same road comes Mousehole, famous for its fishing harbour and its quaint houses and narrow streets. The road runs inland some little way now and there are narrow side-roads to be taken before reaching the coast again.

Lamorna Cove is a favourite spot, then Penberth Cove, with Porthcurno a little farther west. The last two have sandy beaches and are hemmed in by cliffs, an ideal combination. Then there is Land's End, the mecca for all who come to Western Cornwall. These fine cliffs are best seen late on a summer's afternoon, when the low sun is bathing the mellow rocks with a warm light, and the Longships Lighthouse stands silhouetted on a silvery sea.

It is possible, of course, to walk all round this coast on the cliffs, but if that is too much, one section at least should be seen. That is from Land's End to Sennen, only a couple of miles or so. There is a good path with magnificent views along the coast and over the sea. Sennen is another little fishing village with a vast sandy bay stretching for miles towards Cape Cornwall, the next main promontory. A side-road runs down to the Cape from St. Just, while the main road continues on at a considerable height to Morvah and Zennor. Near Zennor lies one of the choicest spots in all Cornwall—Gurnard's Head, which is the point of a tiny peninsula with precipitous sides and grassy slopes.

From here all the way to St. Ives there are high cliffs and a forbidding coastline. But it can be explored from various points and it provides some excellent walking. St. Ives, for all its popularity, is quite unique. It is rightly a haven for artists and they add a little glamour to the town. Porthmear Sands provide excellent bathing, and on the other side the Porthminster Beach will be crowded with bathers on a good day.

Leaving the rocky coast, one soon comes to the mouth of the River Hayle. The main road runs directly to Mount's Bay once more, and the circuit of what I call the tip of Cornwall is completed. But the parts inland should not be neglected. The moors to the north and west of Penzance are very fine, with vast views over to the sea. There is, indeed, little that the rest of the county can provide which one cannot find here.

A HISTORIC VILLAGE: Zennor, on the peninsula west of Penzance. In the church is a carving of the Mermaid of Zennor, who is reputed to haunt the coast.

The World of Books

THE FAIR MAID OF MARTINIQUE

Pamela Hill's Fine Novel Tells the Story of Françoise d'Aubigné, Marquise de Maintenon; "The Wicked Pavilion" Puts New York in the Pillory

PAMELA HILL is a writer of historical novels in the grand tradition. Her first novel, *Flaming Janet*, told the story of the lady from Galloway, the "man-eating tigress" who was the mistress of the licentious James IV of Scotland. IN SHADOW OF PALACES (Chatto and Windus. 12s. 6d.) this author has, if anything, chosen an even stronger theme. Her heroine is Françoise d'Aubigné, Marquise de Maintenon, the poor Huguenot girl of good looks and exceptional brains, who came, not of her own volition and by devious, unexpected ways, to exercise well-nigh supreme control over Louis XIV. Miss Hill resists the temptation of moving the story swiftly forward to the brilliance, the splendours and the miseries of the Sun King's Court, so obviously the material that warms the heart of the writer who conjures up history. We witness the arrival of the d'Aubigné's from Martinique on a windswept night in La Rochelle, the drink-besotted father, who had been a traitor to the Huguenot cause, and the mother desperate for some secure haven for her brood. We see the youth of Françoise in the home of her Huguenot aunt at Murcy, the struggle for her soul by the Catholic Church and her eventual upbringing in the untender care of the Catholic noblewoman, Madame de Neuillant.

With a sure touch, Pamela Hill draws in the outlines, revealing the steady emergence of a strong and noble character. We see, too, how Françoise reacted to the austerities of the convent at Niort (the town where she had been born in gaol), for years sticking to her Huguenot faith, but always remembering her duty; how she came to Paris and became the bride of Paul Scarron, the helpless, misshapen cripple, the victim of a terrible and malignant disease. Her loving care for this monstrous figure who bore his sufferings with such unfailing gaiety is most delicately portrayed, and is perhaps the best feature of a very excellent novel indeed. Even when the scene shifts to Versailles, where Françoise first becomes the Governess of the King's children, and then his secret bride, Miss Hill does not falter in her delineation. She is not for a moment ensnared by the glories, the vices, and the crimes of the Court, which could so well distract and detract from the steadily developing theme—the character of one woman who had the singular gift of devotion and qualities of heart and mind in an age when physical beauty held sway and much else was at a discount.

It will be instructive to learn the fate of Dawn Powell's new novel, THE WICKED PAVILION (W. H. Allen. 12s. 6d.), for this talented American writer has hitherto scored no great success over here, largely because her essentially American characters are not readily recognised as authentic. Maybe this latest effort will succeed on both sides of the Atlantic, and certainly upon it, for it is admirable light reading for the ocean voyager in a mood to relax and enjoy the tribulations of his fellow-mortals. Miss Powell has made the highways and byways of New York her special field, and this tale centres round the Café Julien, that wicked pavilion, that artistic clearing-house of Gotham, which may remind some cosmopolitans of New York's old Café Lafayette.

The Café Julien is the rendezvous for a part-corrupt and wholly pleasure-loving throng made up of many elements in and out of society, especially the painters, the writers, the art dealers and the self-appointed critics in whom Miss Powell delights. It is a raffish parade, and we can chuckle over their antics, whether or not we see reality in these bizarre folk. When Fitzgerald produced *The Great Gatsby* there was something in his writing that brought the 'twenties in New York to vivid life, and many people may have recognised the authentic touch without quite knowing why. Regarding Miss Powell and her Café Julien, there may in some minds be lingering doubts. But it is hard to deny that with the printed word she can do things that remind one inevitably of Daumier and Rowlandson; her ladies of the town, her impecunious artists, her drunken soaks, and her libertines, are not easily dismissed from mind.

If I may hazard a guess *The Wicked Pavilion* has enough zest, bite, and momentum to triumph over any possible literary frailties it may possess.

The long short story seems to have lost its place in the publishing world these days, unless we find it in the all-too-common flimsy novel. Manfred Conte's CASSIA (Collins. 12s. 6d.), translated from the German, is in a slightly different category. As regards avoirdupois it is substantial enough, but this adventure in post-war Europe, set against the background of Paris, Austria, Florence and the Tuscan countryside, has not enough in it to make more than a long short story. The plot is delightfully ingenious. The sensitive artist with a flair for delicate engraving, turns note forger and his forgeries are such that he has half the detective force in Europe on his heels. The police believe that the notes he is issuing are deliberately planned by a foreign Power to wreck the stability of the dollar. Because of the author's over-elaboration the story drags towards the end, and the reader is anxious to have done with it.

A much more substantial novel, and one also with a post-war background, is Rolanda Dauncey's THE FAR DWELLING (Macmillan. 12s. 6d.), a most thoughtful, romantic, deeply realistic story revolving round the sombre theme of the guilt of the individual German for the mass atrocities of his people. Kurt Hallig, with all the decency of a well-bred and well-brought-up young man and with charm and good looks into the bargain, is the son of an Austrian Catholic mother and a Prussian father, the latter a hard-headed man of business who has no respect for anything except success. The clash of parental temperament has made Kurt introspective, with little of the natural Austrian gaiety, and this is accentuated at the war's end, when he is greatly shocked to find himself convicted as a war criminal at Nuremberg.

In the early days of the Nazis Kurt had been swept into the movement on the prevailing tide of enthusiasm. The war had brought him a colonelcy and a well-founded reputation for brilliance, but when Kurt emerges from his humiliation and marries Rose Somers, the widow of a British Intelligence Chief, he begins to have heartsearchings about his past. He realises that the men he denounced at Nuremberg he should have denounced in the heyday of German triumph. This is a most worthy and readable first novel by a young author who clearly understands the German temperament.

A HISTORIC NORFOLK HOUSE IS SOLD FOR £800: Hampton Court, one of King's Lynn's oldest buildings, has been bought by Mrs. Norah Lane, of Wisbech, Cambridgeshire. It consists of a complete quadrangle dating back to the fifteenth century, parts of it go back even further. At one time it formed part of a Benedictine monastery, and on another occasion it was the home of Robert Sunolf, a wealthy merchant adventurer, who became the town's first Mayor. To-day the Court is used as offices, warehouses and tenements. Before the war the property was threatened with demolition because the rents were insufficient to meet the costs of repair work, but now it is listed as a building of historical and architectural interest.

SIX OTHER NEW PUBLICATIONS

IN THE PAGEANT OF HERALDRY (Seeley, Service. 25s.) Colonel H. C. B Rogers traces the origins and development of heraldic devices and their meaning from the Norman Conquest to modern times. There are many illustrations in colour and black and white.

An illustrated volume of interest to rural communities is G. E. and K. R. Fussell's THE ENGLISH COUNTRYMAN: his life and work, A.D. 1500 to 1900 (Melrose. 30s.). As well as describing the life of the man in the fields and at home, the authors comment on clothes, religion and pastimes.

TOPIARY, an historical diversion, by Cecil Stewart, with colour engravings by Peter Barker-Mill, is published in a limited edition of 500 copies by the Golden Cockerel Press. The "specials" (1-100) are hand-bound in half-morocco, and cost 5 gns.; the "ordinaries" in quarter-buckram with gaily-painted boards, cost 3 gns.

EGYPT'S DESTINY (Gollancz. 18s.), by General Neguib, is an autobiographical account of the Egyptian Revolution, its history, methods and objectives; the subsequent schism with Nasser; negotiations with Great Britain; envisioned relations with the West and Israel; and of plans for industrialisation and welfare.

BEST SF (Faber and Faber. 15s.) is a collection of fourteen science fiction stories edited and with an introduction by Edmund Crispin.

The sub-title, *Literacy and Social Tension*, which R. K. Webb has given to his book, THE BRITISH WORKING CLASS READER, 1790-1848 (Allen and Unwin. 18s.), explains the main concern of the study: the challenge which a literate working class presented to its betters.

Peter Matthiessen, a New Yorker by birth, in part a Parisian by education, and a cosmopolitan by inclination, has a stark realistic prose style which suits his theme in RACE ROCK (Secker and Warburg. 12s. 6d.). This is a story of a New England village and the young Americans who returned to it for what was ostensibly a week-end of duck shooting and in actuality a week-end of fear and death. A book for swift reading, it has rather the quality of a glass of schnapps, brief but full of violence and stimulation.

I. Compton Burnett is another considerable stylist and MOTHER AND SON (Gollancz. 12s. 6d.) is in the best Compton Burnett manner, marked by strong tensions from the outset, as witness Miranda Hume's cross-questioning of the would-be companion who is frozen out with a few ill-chosen words and some very searching inquiries that make one feel to the full her matriarchal powers. This is rather specialised fare for those who enjoy this sort of verbal interplay, the psychological impact of people upon each other.

Among the new thrillers is THE MAN FROM THE SEA (Gollancz. 10s. 6d.), latest in the long series that have brought fame to the name of Michael Innes. I doubt if ever he has started a novel better than this; a man emerging from the sea to interrupt a lover's rendezvous, his pursuers sweeping the shore in obvious agitation, the thwarted lovers no less agitated, and for the first few pages no reader any the wiser and full of expectancy. It is giving nothing away to say that that expectancy is not disappointed.

BROTHERS IN LAW (Michael Joseph. 10s. 6d.) has a punning title that indicates its half-humorous approach to the facts of life, but in no way proclaims its remarkable fascination for the lay brother who knows nothing about law whatsoever. Henry Cecil has made it his mission to show just the sort of things any fledgling barrister comes up against in and out of the courts. The fledgling in question is Roger Thursby, and we follow this beardless youth from the moment of his final law exams. until, something rather more than a year later, with the ordeal of his first court appearance behind him, he feels he has at least reached the second rung of the long legal ladder. *Brothers in Law* is really wonderful value, with its kindly and/or irascible judges, its suave barristers, its supercilious clerks, and its sometimes truculent prisoners in the dock. The reader will have to decide for himself whether this is a work of fact or fiction. Of its diverting character there can be no shadow of doubt.

D. W. Gillingham, looking back across the years, sees with the enthusiastic eyes of a young man, and the close observance of a nature lover, the great expanses of the Western Arctic in his new volume of reminiscences, UMIAK! (Museum Press. 16s.). Mr. Gillingham made that adventurous early journey in the *Baychimo*, the first iron ship to risk the treacherous ice passage in order to call at remote outposts that had been neglected for almost two years because of the sinking of her predecessor. In these pages the author makes the Canadian wilderness really live, and he reveals it as a place teeming with life and action rather than the vast solitude of our imagining.

And now for the reminiscences of an adventurer in the wake of adventurers, Ralph Izzard of the *Daily Mail*, who was sent out to Katmandu to cover Colonel Hunt's Everest Expedition and did the job thoroughly by getting together a scratch party of porters and heading out for the mountain, where he actually followed the climbers to a height of 18,000 ft. Ralph Izzard calls his book THE INNOCENT ON EVEREST (Hodder and Stoughton. 16s.) and, innocent though he undoubtedly was, he certainly had an aptitude for negotiating the high places. At any rate, this journalist's journey to Everest was a fine effort and in the best tradition of journalistic reporting.

Sol Hurok, son of a Ukrainian hardware merchant, was chafing at the restraints of life in his native Pogar when Diaghilev was first touring Europe with the Russian Ballet. In the spring of 1905 Hurok, with 1,500 roubles in his pocket, set out for the great city of Kharkov to study, and a year later he was in New York with exactly a dollar and 50 cents to his credit and a boundless ambition to make good. How Hurok built himself up into one of the great impresarios of modern times he tells modestly but excitingly in his biography, THE WORLD OF BALLET (Robert Hale. 18s.). "Old King Sol" has certainly known them all from Isadora Duncan to Margot Fonteyn, and he writes about the great constellations of ballet with gossipy relish and good humour, touched always by admiration but never with malice.

I. A. Horowitz, three times U.S. Open Chess Champion, and Fred Reinfeld are the joint authors of HOW TO IMPROVE YOUR CHESS (The World's Work. 10s. 6d.). This volume is not for beginners, but for those who know the rudiments of the game fairly well and would now like to make strides without unduly prolonged study. It points the way to getting "the professional battling eye," to building up a strong position and seeing the opportunities it offers, at the same time ensuring a well-conducted welfare department for the well-being of the King.

Richard Edmonds

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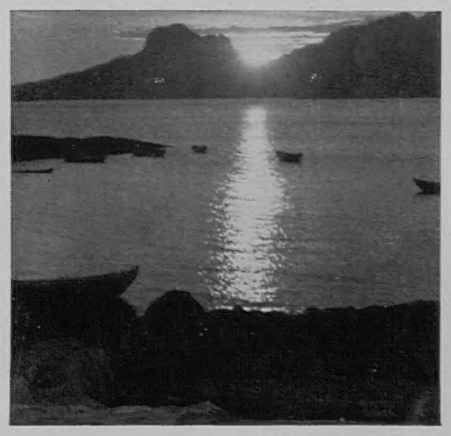

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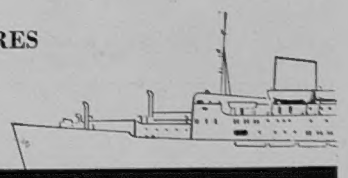

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Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

THIS week I have been plotting a holiday journey by stage coach. Not the Dickensian kind, when one had to get up at ungodly hours and be exposed to the ill humour of weather and fellow passengers, but by the modern motor bus which to-day links tucked away villages with towns and vice versa.

There is a host of difference between the express coach which, competing with the railways, transports one from A to Z, and the omnibus services which enable one to get on and off as the mood dictates, and so I commend this as a new and economical way of getting about the country for anybody who has not his own car.

To give an example of what can be achieved I have worked out, with the aid of The Southdown Motor Services Official Time Table, a four days' journey, which would enable me to see much of Sussex without fatigue.

Spending the night at The Royal Norfolk Hotel, Bognor—or for something smaller and more economical, Black Mill House Private Hotel, in Princess Avenue—one leaves the Bognor Regis bus station at 10.8 a.m. and gets to Chichester at 10.39 a.m. Alighting here there is time for a morning coffee and a peep into the Cathedral before picking up, at 11.39 a.m., another bus on No. 59 bus route which journeys via Lavant and Cocking, and is timed to reach old-world Midhurst at 12.26 p.m.—a convenient time to repair to the hospitable Angel for lunch . . . (the word hospitable is used in no loose sense here). If ever you visit the Angel be sure to walk through the old courtyard into the well-kept garden which abuts Cowdray Park, and if there is still time in hand, visit the twelfth-century church and wander around the curiously named streets.

The No. 22 bus service to Petworth, Pulborough and Brighton, respectively, leaves hourly at the half-hour. Departing, say, at 2.30 p.m., one can step off at Petworth to see Petworth Place (now National Trust property) or, in tune with the hour, proceed on to Pulborough with a view to a Scottish tea at that first-class hotel in miniature, The Chequers . . . definitely an hotel for a more prolonged stay, for there is much to like in the restful atmosphere and the excellent food to be enjoyed there, while the countryside around, both from Midhurst to Petwood, and again running along at the foot of the South Downs through Washington, Steyning and Old Shoreham to Brighton, is a continuous panorama of undulating picturesqueness.

Catching the No. 418 bus from Pulborough, Brighton is reached at 5.55 p.m. Where to stay? It would be appropriate for anyone coming by stage coach to choose The Old Ship, which has for many years been linked up with the activities of the road.

Brighton as a stage coach terminal is rich in possibilities. With a view to seeing something more of the Sussex hinterland I have chosen the No. 30 route which has a half-hourly service via Burgess Hill and Haywards Heath to Lindfield, Horsted Keynes and Chelwood Gate. It is worth breaking the journey for an hour to visit The County Hotel, at Lindfield, for elevenses, and a stroll around the village.

At Chelwood Common, which is on the main London-Eastbourne road, one can pick up a bus southward for Lewes, which can be reached in time for lunch. Here I shall make for The White Lion, of which I have heard excellent reports regarding the quality and variety of the fare.

Catching the No. 25 Eastbourne bus at 2.44 p.m. and alighting at Polegate, one can pick up (at 3.44 p.m.) a No. 15 bus which serves Eastbourne and Hastings via Hailsham. This route provides two first-class halts for the night, either White Friars Hotel at Boreham Street, or Moor Hall Hotel at Ninfield, which are reached at 4.20 p.m. and 4.30 p.m. respectively.

At either of these hotels the traveller will be most comfortable. Picking up the same bus service on the morning of the third day, one can, by leaving Ninfield at, say, 11 a.m., be in Hastings by 12.17 p.m., which is in good time for an aperitif and lunch at The Yelton Hotel, centrally situated on the front, next door to the White Rock Pavilion.

Taking any afternoon bus at one's leisure, Eastbourne can be reached in the hour. I advocate either on the morning or afternoon journey halting in Bexhill. I like this town because of its selectivity and the excellence of its shops. Recommended hotels—The Sackville is the largest, one of the Frederick group; the Trust House is The Granville, and for anyone seeking a quite small place with a pronounced personal touch, the answer is Bedford Lodge, owned by Mr. and Mrs. G. L. Ward.

Arriving at Eastbourne, good hotels are legion. In the top grade I have always had a leaning towards The Cavendish. For a first-class hotel that is inexpensive for what it offers, and is very centrally situated on the front, The Chatsworth is a sound choice, and for anyone again looking for small and inexpensive accommodation Cuffnells Hotel, in Burlington Place, will look after you well from 6 to 10½ gns. a week according to season.

On the last stage of this imaginary bus journey, I have picked out the coastal route via Seaford, Newhaven, Rottingdean, Brighton, Worthing and Littlehampton. Leaving Eastbourne at 10.15 a.m. one can be back at Bognor by 3.35 p.m., leaving an hour-and-a-half for lunch at some suitable place en route. My suggestion is Ferring, beyond Worthing, where a short walk from the railway crossing brings one to the Tudor Close Restaurant and Lounge Bar, which is admirably run under the jurisdiction of Catering Houses Ltd.

So ends our four-day trip through some of the best of Sussex.

The great advantage of this type of travel is that you can potter, see the country-side far better than if you are in a car or even a coach—and the cost is very inexpensive. I can put you on to places at which to stay, on and off the highway, if you care to write to me.

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EAGLES THROUGH THE AGES

THE Arms illustrated are those of the Borough of Wimbledon. The double-headed eagle is symbolical of Julius Caesar and of the battle fought by him on Wimbledon Common. Signifying the Crown association with Wimbledon is the golden rose (an old royal badge). From the Arms of Lord Spencer, the present Lord of the Manor, comes the golden fret, while the gold and azure border of the shield is from the Arms of the Earls of Surrey. The garb or wheatsheaf is from the Arms of the Cecil family, one of whom was Lord Wimbledon, Lord of the Manor. The Cornish choughs are from the Arms of Thomas Cromwell, a former Lord of the Manor.

"Sine Labe Decus" — the motto — means "Honour without Blemish" The heraldic description reads: "Argent a double-headed eagle displayed Sable armed and legged Gules on the dexter wing a rose and on the sinister a fret Or a bordure compony Or and Azure and for the Crest issuant from a mural crown a garb supported on either side by a Cornish chough all proper."

The Eagle has a special significance in the rich tapestry of heraldry, characterising supreme strength and endurance. In this present era, the Goodyear Eagle marks a similar alliance. Powerful in appearance, unequalled in craftsmanship, it is the ultimate in car tyre quality, providing dependability, long life and lasting wear. The Eagle by Goodyear is outstanding value for the bigger car.

Issued by The Goodyear Tyre & Rubber Co. (Gt. Britain) Limited, Wolverhampton

A Kodachrome photograph

A fine city, NORWICH

The most ancient of the highways leading into Norwich is King Street; here from the Middle Ages stood many fine houses, with delightful gardens running down to the nearby River Wensum. Enhancing the intrinsic charm of antiquity—the "Old Barge" pictured here dates back to the 14th century — the varied architectural features of flint, brick, tarred plinth and red pantiles all add colour to the scene.

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